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JULY 3/10, 1967

RAILWAY AGE

THE TRANSPORTATION WEEKLY

ARY 1967 FEBRUARY

TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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RAILROADS AT MIDYEAR

UPTURN IN THE MAKING?

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JULY 1967 AUGUST

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SEPTEMBER 1967 OCTOBER

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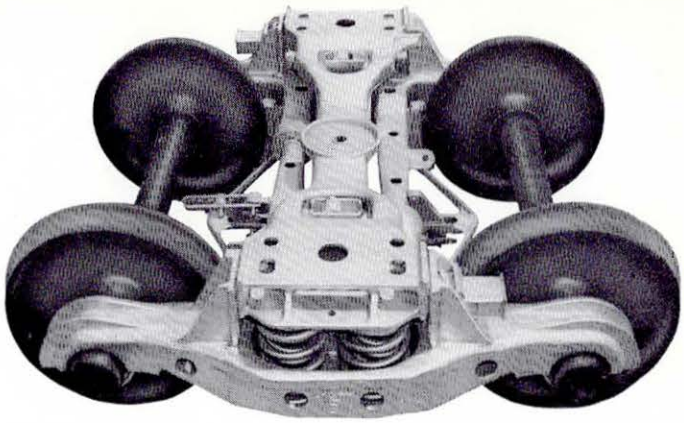

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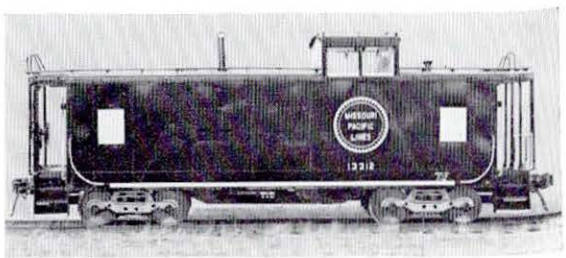

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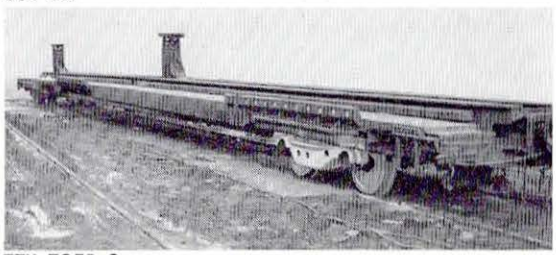

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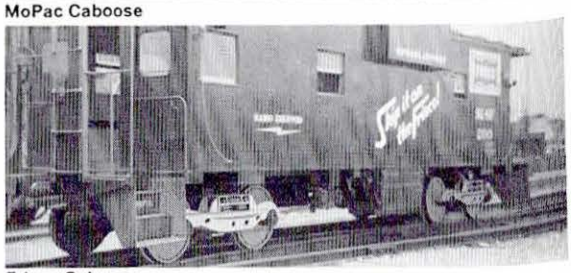

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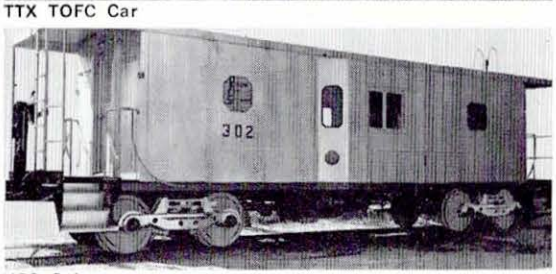
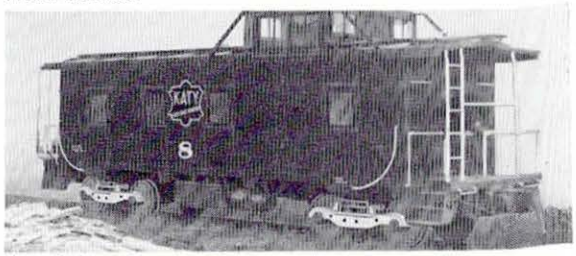


KCS Caboose



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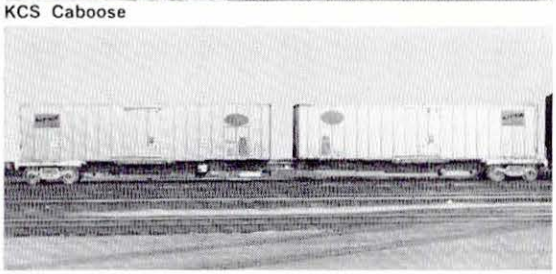

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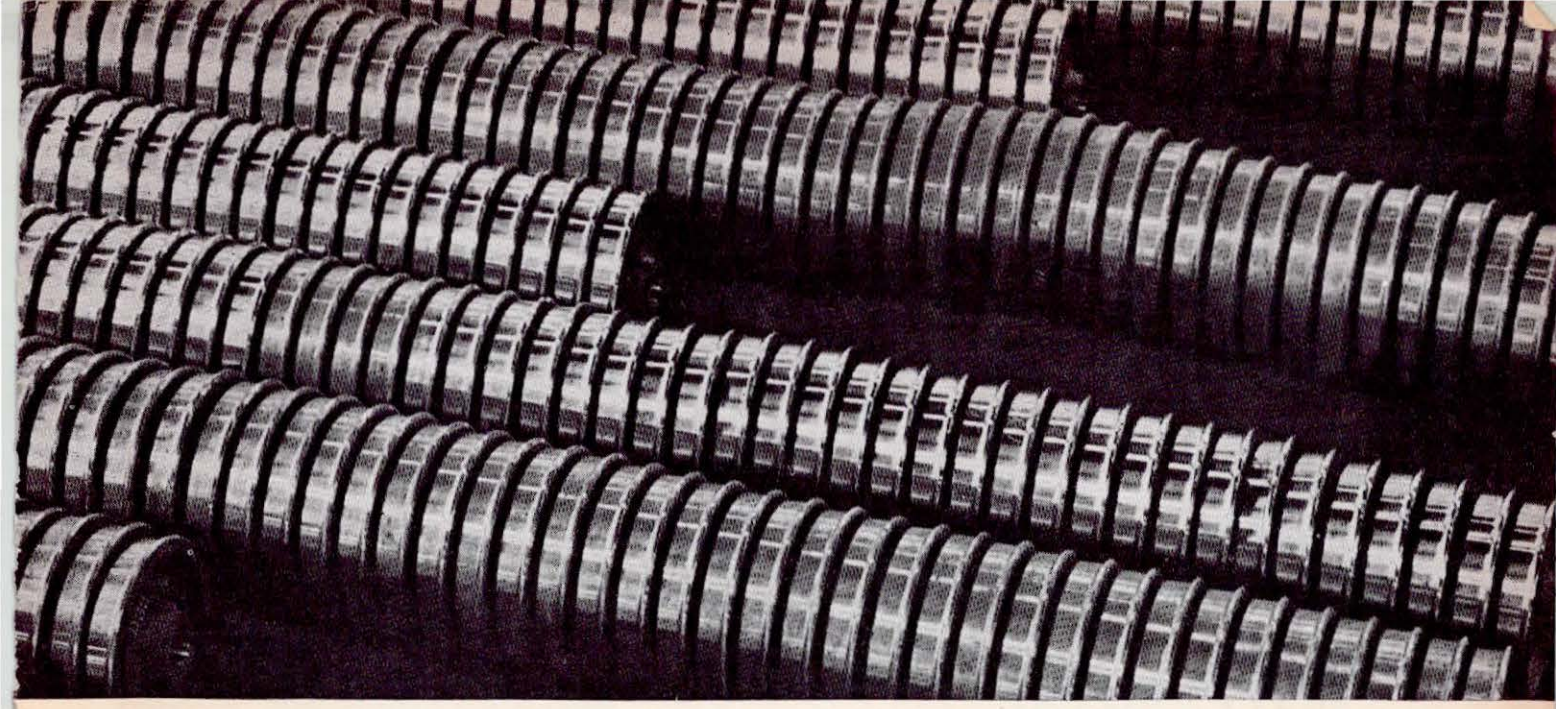

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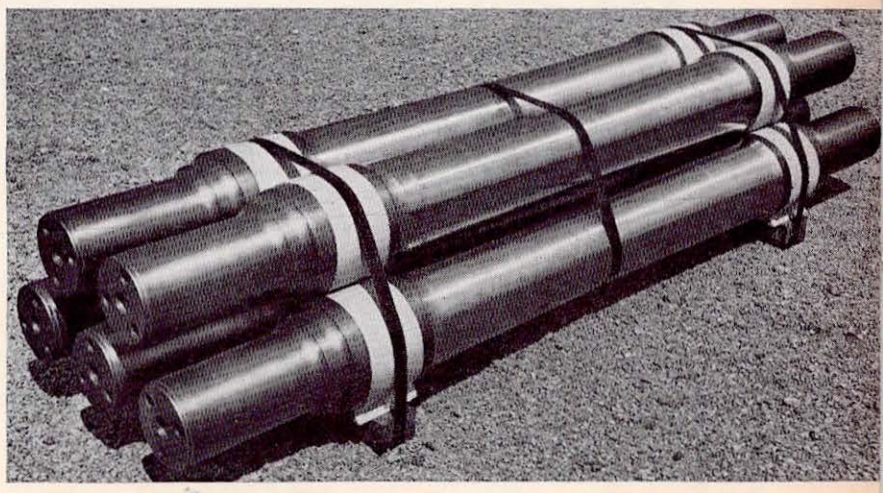

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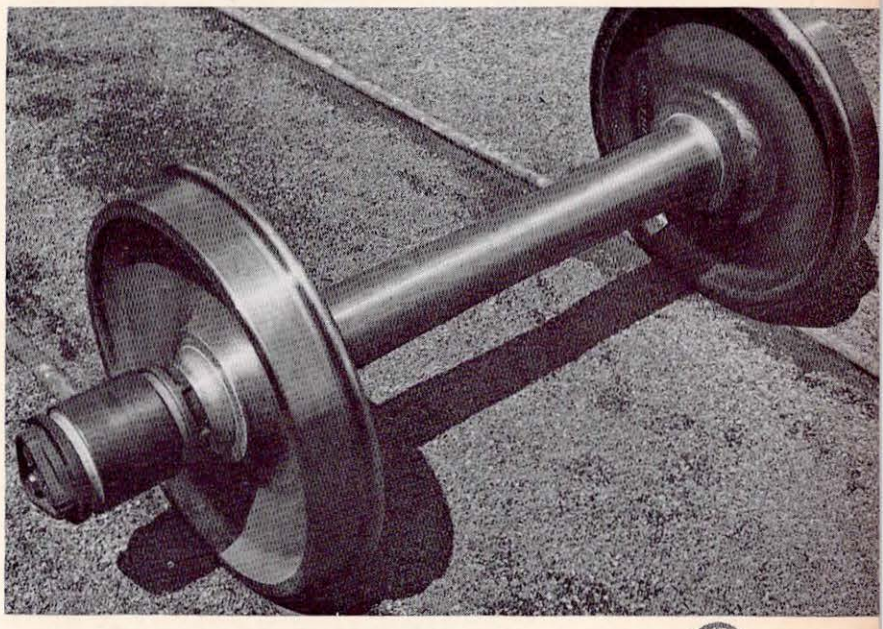

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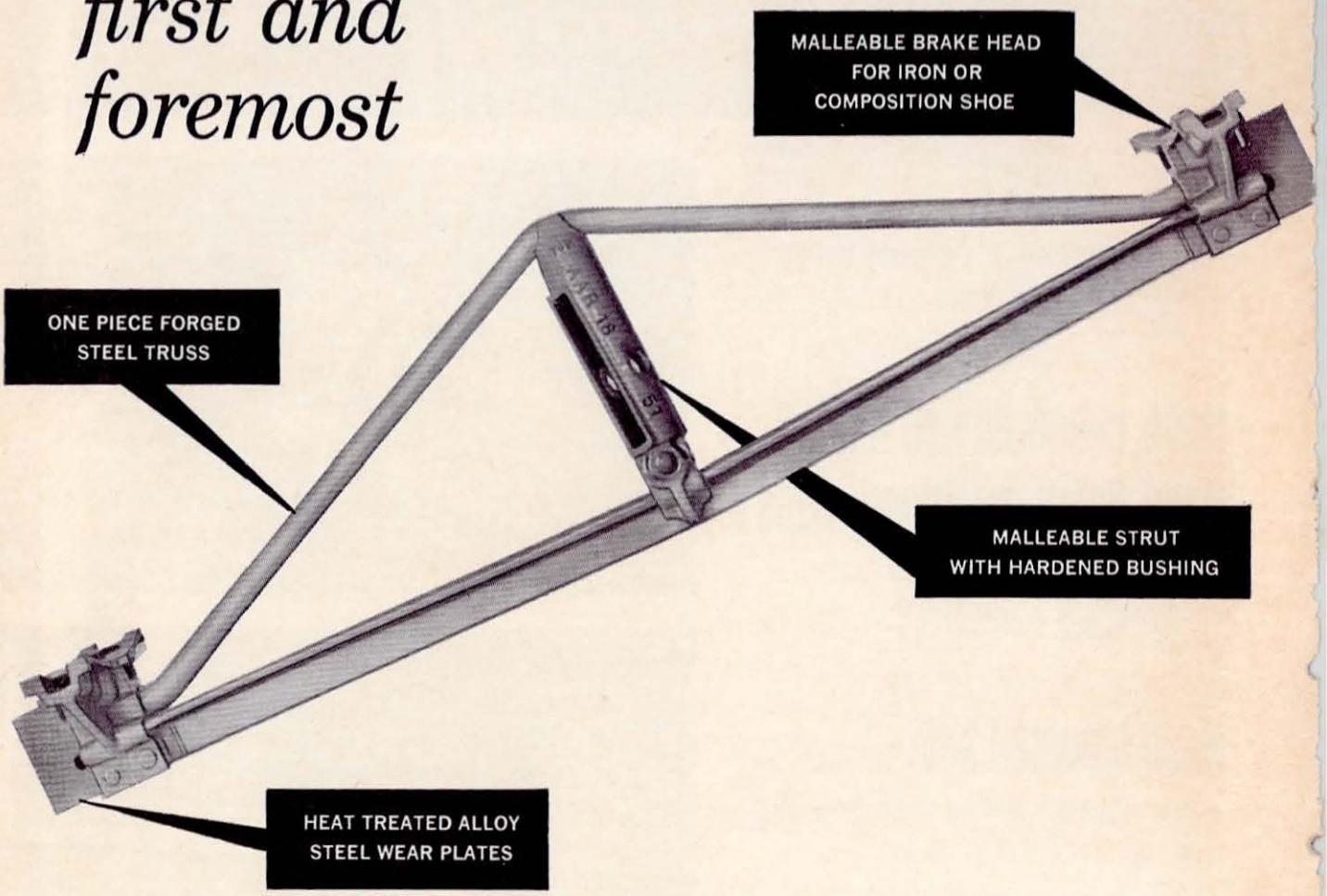
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RAILWAY AGE

July 3/10, 1967 • Vol. 163, No. 1

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41 Transit looms in Detroit's plans

The home of the automobile never accepted the mass transit concept in the past—but it's having second thoughts now.

42 Airport access: What transit can do

Ground-access congestion has air industry officials worried. Many of them look to transit as the way out.

55 Grotz hits "archaic notions of private enterprise"

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92 Viewpoint—Something to cheer about

Everybody knows what's wrong with the railroads. Some recent news underscores what's right with them.

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Washington, D.C. 20004,
National Press Bldg.
Washington Editor: Walter J. Taft

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International Editors:
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Contributing Editors:
Charles Layng
115 West Gore St.
Orlando, Florida 32806

E. L. Woodward
876 Chattanooga Ave.
Pacific Palisades, Calif. 90272

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SHORT AND SIGNIFICANT

ICC gets protest against rate hike

Parties objecting to the railroads' rate increase proposal have filed with the ICC 150 verified statements submitting opposition evidence, and more than 100 other statements embodying unsworn protest. Support for the increases came in 35 statements filed by the railroads. The Department of Transportation did not convert into a formal pleading its recent letter requesting that the Commission have inflationary factors in mind (RA, June 26, p. 11). Two other federal agencies, however, did file opposition statements. They are the Department of Agriculture and the General Services Administration.

●

Auto ferry now set for spring '68 debut

The Department of Transportation's experimental auto-ferry train, originally scheduled to go into service in February of next year, probably won't have its debut until April or May. That's the latest word from Dr. Robert Nelson, director of D.O.T.'s High Speed Ground Transportation Project. Meanwhile, Dr. Nelson says surveys have indicated an "immense" market for the service—20 to 35 times the actual capacity of the 15 special cars which will be provided by United Aircraft. The Seaboard Coast Line will operate the experimental trains between Alexandria, Va., and Jacksonville, Fla. on a non-stop 12-hour schedule.

●

A dual-powered railcar for LIRR?

Dr. William J. Ronan, chairman of the Metropolitan Commuter Transportation Authority, said MCTA is applying for a $1 million matching grant from HUD for demonstration of a dual-powered rail commuter car. The car would operate by means of third rail in electrified sections of the LIRR, then switch to turbo-electric power in non-electrified areas. MCTA has been testing a Budd-built turbine car for some time. Said Ronan: "The experience of the initial test program, which used a gas turbine engine with a mechanical transmission, has encouraged us to move ahead to this second phase of tests."

●

Bethlehem Steel gets Golden Spike Award

The Bethlehem Steel Corp. has won this year's Golden Spike Award. The presentation was made in Boston, Mass., at the recent 43rd annual meeting of the Association of Railroad Advertising Managers. The award, now in its 16th consecutive year, is given to the advertiser outside the railroad industry whose advertising, or promotion of its own products or services, contributes to a better understanding and appreciation of railroads. The award was accepted by Edwin T. Moffett, Bethlehem's manager of advertising, at the association's award banquet June 27. Silver Spike plaques were awarded to the Pullman-Standard Division of Pullman, Inc.; International Business Machines Corp., and the Railway Progress Institute. Merit awards went to the Electro-Motive Division of General Motors and to the Gulf Oil Corp. L. H. Coffin, manager of advertising, Frisco, was elected president of ARAM to succeed Ralph F. Timbers, manager, advertising, Pennsylvania. Other new officers are: First Vice President—Harold E. Hampton, advertising manager, Canadian National; second vice president—Norman M. Stone, manager, publications and advertising, New York Central; and third vice president—Maynard Edwards, advertising manager, Norfolk & Western.

MONDAY MORNING REPORT

Transport requirements: Heavy needs ahead

Back in 1941 it took 5,800 ton-miles of transport service to supply each American with the necessary annual supply of food, fuel and necessities and luxuries. Last year, the ton-mile total had jumped to 8,900 ton-miles to do the same job. And if the trend of the past five years continues, each of us will need 10,600 ton-miles of service a year by 1970, and 16,000 by 1980, to lead the good life. As the population increases the pressure on the freight transportation industry will build accordingly. So, it doesn't require any latter-day Nostradamus to see that the transport facilities of the future will have to be vastly improved in economy and efficiency of operation. Consequently, all transportation modes are going to have to make massive outlays for not only more—but for better and more productive facilities. The question is, how do the carriers pay for them?

Setting a right price

One proposal has been put forth by J. W. Hershey, president of American Commercial Lines, Inc., a water carrier. As Hershey sees it, the most important factor in the pricing of transportation today is the investment imperative. "A sound pricing policy," says Hershey, "must permit the accumulation of capital to make the necessary investment in expanded and improved facilities. Since all investment is, in the last analysis, underwritten by earnings, the level of earnings is inevitably of critical importance. Almost certainly, unless present pricing policies are changed, available capital from private sources for transportation expansion will be inadequate to meet the need."

Transport profits low

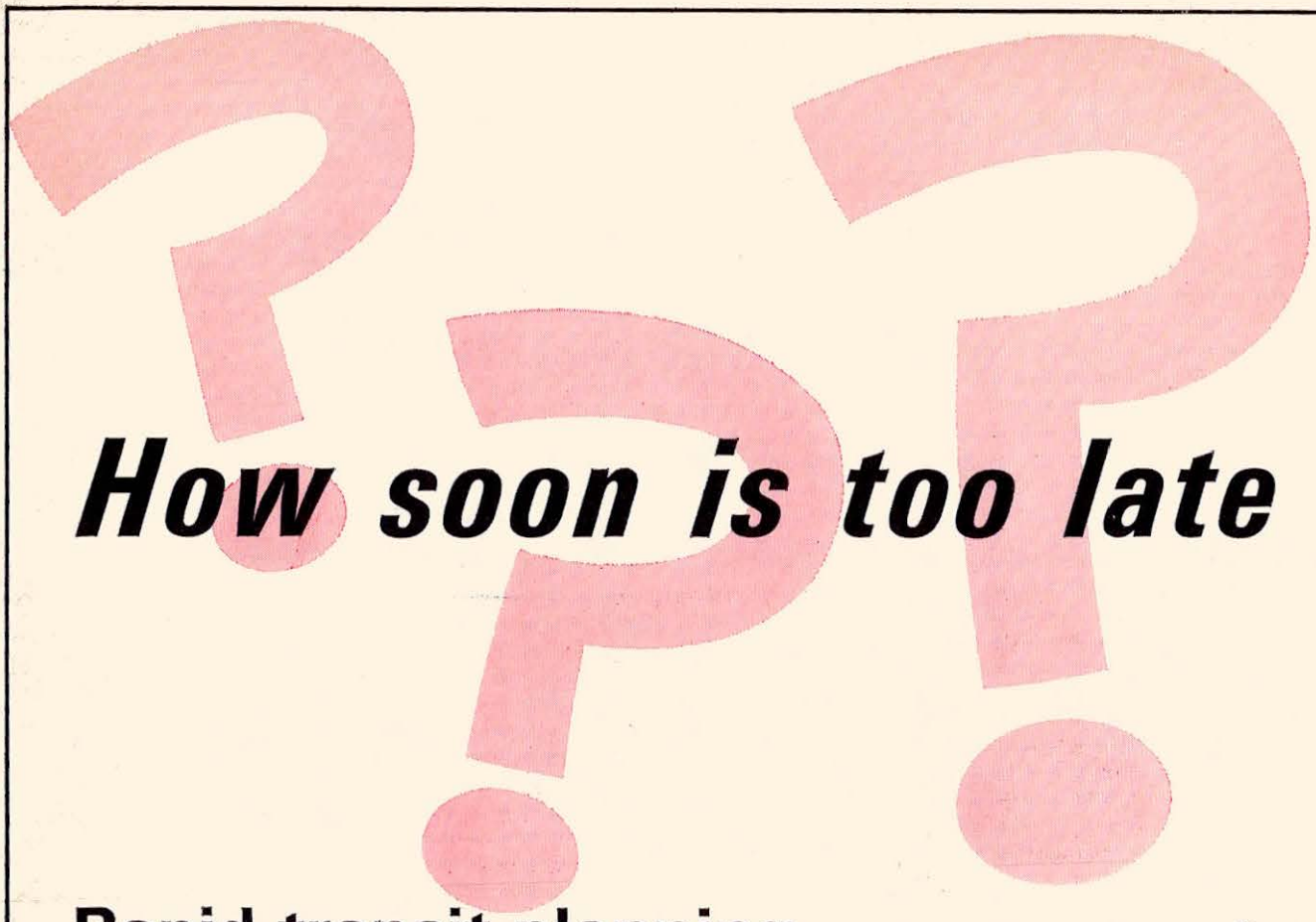
The point is made that certain pricing objectives are held in common by each competing mode of transportation. Pricing policy which satisfies revenue requirements must provide coverage of actual costs plus needed earnings. But it's no secret that the profits of transportation companies are well below those of general industry. What's needed to turn the frowns of members of the investment community into smiles (whenever transportation investments are mentioned) are pricing policies that are based on sound economics and sound business practice.

Sound pricing based on some sound thinking

First off, says Hershey, workable estimates of future capital expenditures for the industry over the next 5 to 10 years are essential. "The airlines have developed a formula which produces a range of results depending on the assumptions fed into it. The rest of the transport industry can do the same." Next essential is a determination to make allowances for the long continuing inflationary trend in the economy. (Obsolete and worn out equipment, theoretically, is replaced through depreciation reserves. The hitch is, these amounts are based on the historical costs of replacing the equipment—and don't take into account inflation). "The price charges for the service," says Hershey, "should reflect the cost of replacing the facilities, not the historic cost of acquiring them." And, finally, a third consideration in setting up a good pricing policy is that there should be more concern with the level of the rate of return on invested capital.

Planning for the future

If the transportation industry is to meet its obligations to the future—by providing the necessary facilities to meet the public need—it will have to take steps to improve in pricing policy. In brief, it should carefully consider capital requirements, make realistic allowances for replacing equipment at current prices, and should produce a level of earnings adequate for expansion, improvement and innovation.



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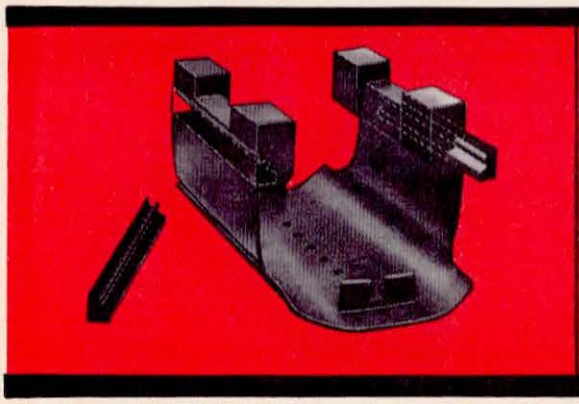

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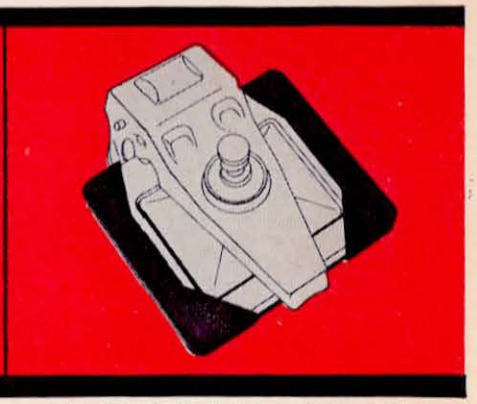

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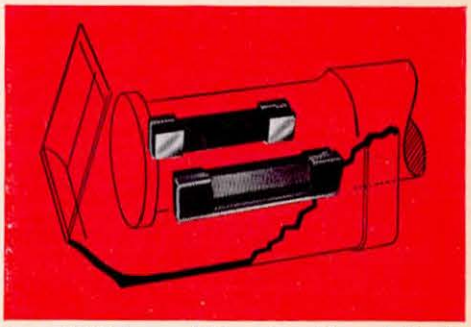

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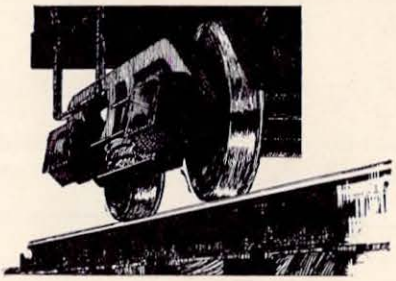

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WEEK AT A GLANCE

Doc Wolfe retiring, NRLC to get new boss

For a couple of years, now, rail labor people have been assessing the results of the work-rules dispute which began back in 1959. The industry, they've said, with grudging admiration, "ought to build a monument to Doc Wolfe when he retires—if he ever does." Now, the Doc—J. E. Wolfe, who started with Burlington in 1918 as a laborer at Hannibal, Mo.—is retiring. As of Aug. 1, there'll be a new chairman of the National Railway Labor Conference, John P. Hiltz, Jr., until now president and general manager of Delaware & Hudson. Wolfe, only chairman NRLC has ever had since its formation in 1962, will remain as a consultant. He leaves the chairman's job and Hiltz takes over in troubled times—as most times have been, in the recent history of railroad management-labor relations. An agreement in principle has been reached with the Order of Railway Conductors & Brakemen, but there is no solution yet in the wage-rules dispute with the shopcraft unions.

J. P. Hiltz, Jr.

AAR to establish new car-tracking system

The computer will be put to work by the AAR to keep an electronic eye on the nation's fleet of 1,800,000 freight cars, AAR President Thomas M. Goodfellow announced last week. The new system —to be known as T.R.A.I.N., for TeleRail Automated Information Network—will be designed to head-off localized freight car shortages through better car distribution. The system will be operated from the AAR's Washington headquarters with computer links to all Class I railroads. It will provide the Car Service Division with complete reports on car locations by railroads and car movements through principal rail centers. The new department will be under the supervision of Carl L. Byham, an AAR computer specialist, who has been promoted to vice president.

ORC&B decision on three-way merger: "Not now"

Merger-minded rail union people may find, as their counterparts in management have, that the consolidation road is neither smooth nor straight. Interest in union amalgamation has seldom been higher. But—perhaps paradoxically—perhaps not—the one "live" union merger proposal seems to have fallen apart. The unification committee of the Order of Railway Conductors & Brakemen—working on plans for consolidation with the Brotherhood of Locomotive Firemen & Enginemen and the Switchmens' Union of North America—has recommended that further handling be deferred at this time.

No specific reason has been cited. But an ORC&B spokesman indicated that the committee felt that a merger should be "broader in perspective."

The breakup in the so-called "troika"—or at least the breakdown in merger planning—may point to a coming involvement of the Brotherhood of Railroad Trainmen, the largest of the operating organizations and a union whose president is an outspoken fan of union consolidation.

ORC&B president Clyde F. Lane noted that his union has had invitations to talk with "several" organizations during the past year. And, he indicated, the talks were not restricted to operating brotherhoods. But does this mean the ORC&B is avidly seeking a mate? Not really, as Lane puts it. The organization, he declares, "is reasonably well-satisfied with the outlook for our future as an independent." From the other two organizations, there was little immediate reaction—aside from one officer's terse summation: "It's a shock and a disappointment."

Meantime, the ORC&B was also making news in its dealing with the carriers. After the close of emergency board hearings in the unions' wage case, but before a report was issued, announcement came that union and railroads had agreed on a memo of understanding calling for wage increases of 6% retroactive to last September and running until next June 30 without further change in the meantime.

The Seaboard Coast Line becomes a reality

At 12:01 a.m. July 1, some 23,000 railroad employees in six southern states began working for a new boss. The date will go down in the record books as the birthday of the Seaboard Coast Line Railroad Company, the merger—after nearly 10 years of trying—of the Seaboard Air Line and the Atlantic Coast Line.

The vital statistics for the new-born rail system list assets of $1.2 billion and combined operating revenues (1966) of $404 million, making it ninth among the nation's rail carriers in both of these departments. The new road will operate 9,629 route miles in Virginia, North Carolina, South Carolina, Georgia, Florida and Alabama. In mileage, it will rank eighth among U.S. railroads.

John W. Smith, Seaboard president, will be chairman of the board of the new line and W. Thomas Rice, Coast Line president, will serve as president. General offices will be maintained in both Richmond, Va., and Jacksonville, Fla., formerly headquarters of the Seaboard and ACL, respectively.

The railroads estimate that the merger will save them $38.7 million yearly. The combined freight car fleet will total 62,000 units, and the locomotive fleet will number more than 1,000 diesels.

The formation of the new railroad last week was the last step in a proposed unification plan that was first announced in 1958. The ICC approved the merger but it was opposed in the courts. Last April, the Supreme Court gave it final approval.

GUS WELTY'S LINES ON LABOR

WELTY

THERE THEY WERE, Luna and Clarke, exploring together the uncharted wilderness of employee-union-management relationships. There they were, the top men in the BRT and the top personnel and labor relations officer for C&O/B&O, sharing a platform before the massed membership of the Railroad Public Relations Association. And there they were, pleading for moderation, for an easing of tensions in the industry, for new ways and means of cooperating, for more rational ways of handling railroad contract disputes. Without getting maudlin about it, this was a memorable meeting—and, perhaps, something of an historic one. If memory serves, Guy Brown was the last labor leader to be asked to talk to RPRA—and that was 'way back, before the work-rules dispute interrupted such dialogs.

THE BRT'S CHARLES LUNA did have a prepared text. But the written word and the spoken word collided only occasionally. Luna was at his best just talking—and he talked of such things as union mergers, union attitudes, union willingness to try new approaches to old problems. He estimated, for instance, that "90% of the trouble with collective bargaining today is too many unions." Both the employee and the management will be better served, he said, if several union mergers are consummated—and "the public can only benefit by a resulting better situation in collective bargaining."

LUNA ALSO HAD a new line on the handling of disputes. He's always been strong for local handling—and now he's proposing that even national issues such as wage demands be returned to selected local properties for a final slugging match in the event agreement can't be reached nationally. Finally, and almost as an after-thought, the BRT chief tossed in a new idea for putting wage arrangements on a different basis—but that's a column for another day.

C&O/B&O VICE PRESIDENT Owen Clarke stayed out of the arena of bargaining, as such. But he came down hard on the ways in which both the carriers and the organizations ought to be behaving, for the best interests of the industry. Clarke talked of the need for rebuilding the railroad image at the community level, and in the schools and colleges. He stressed the need for employee motivation—to make the railroad man once again feel that he's a part of a progressive industry. He told railroad public relations men that "we must double and redouble our efforts to communicate with the employee public." And he made a strong pitch for cooperation: In railroading, the sanctity of past practice has been defended with religious fervor. This can't be, any longer. Management and labor have the obligation to take all steps necessary—to survive and to prosper."

IT WAS A START. Luna, Clarke and RPRA are to be congratulated for that start. And who knows? Maybe calm, reasoned dialogs, public and private, can be maintained—to the over-all good of the enterprise.

THE PATH CAR

A pace-setter in Rapid Transit

44 more beautiful new PATH cars have been delivered by GSI's St. Louis Car Division to the Port Authority Trans-Hudson system. They join a fleet of 162 all-aluminum cars built for PATH in 1965. They are a handsome fleet. And they'll all stay new for years to come. Thanks to future-minded design and construction by GSI / St. Louis Car.

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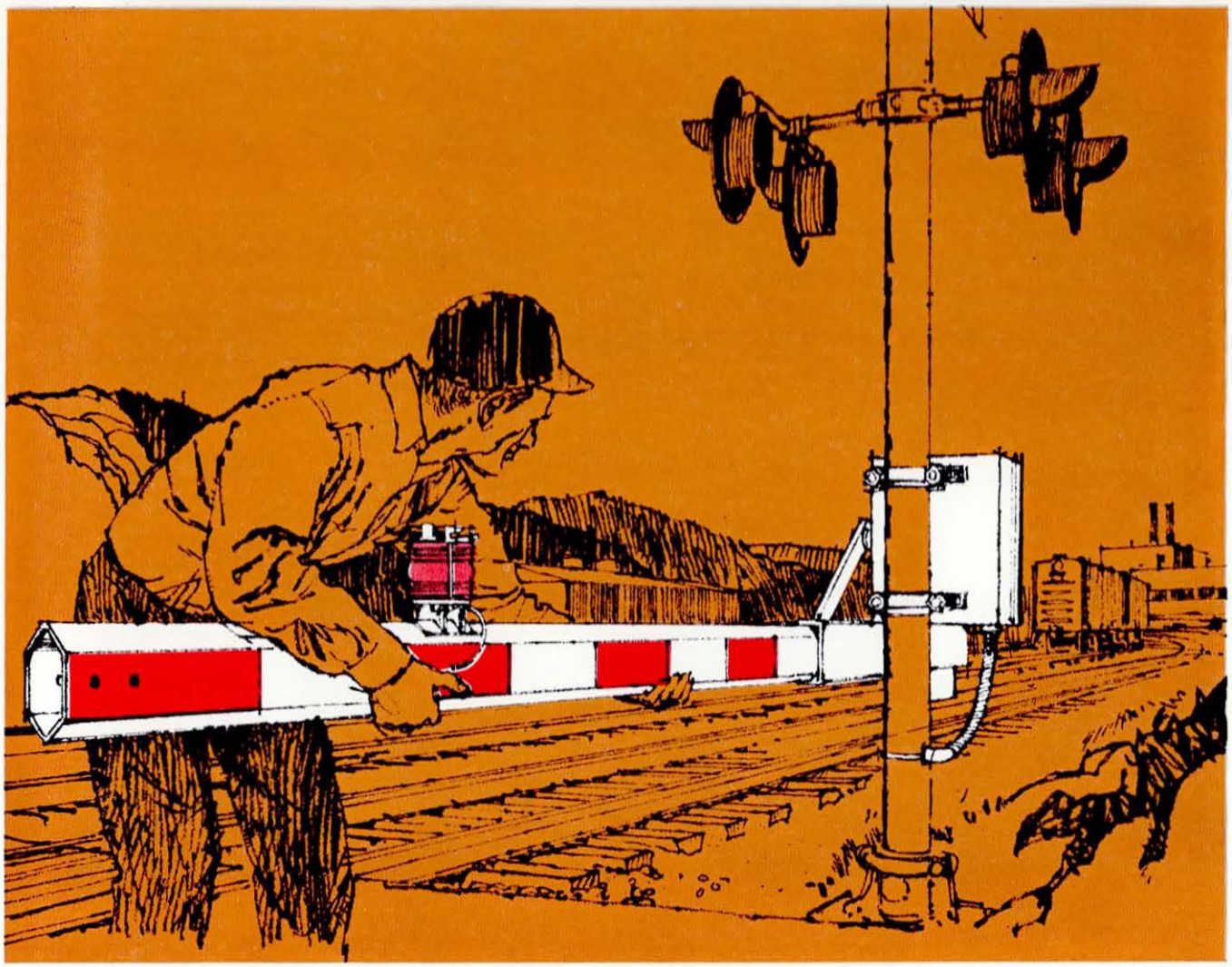
WABCO



New WABCO Light Weight Crossing Gate mounts on existing signals to provide gate protection.

Saves ½ the cost of complete replacement.

Now you can give grade crossings protected only by signal lights the locked-in safety of crossing gates—*without* replacing signal masts. WABCO's new Light Weight Gates are installed easily by two men on existing 4-inch pipe masts.

Choose from a completely flexible range of equipment options: the total package—mechanism, arms, counterweights, controls and control housing—or any combination of these components. Arms are telescoping, three-section aluminum equipped with retro-reflective warning strips and 3 waterproof lamps. The arm is adjustable in length up to 26 feet.

Possibility of arm damage has been reduced through the use of shear bolts for mounting. When arm replacement is required it can be made by only one man.

Load-bearing members of the mechanism are made of high-strength, corrosion-resistant steel; and a sheet aluminum housing protects controls.

The system is clean—no specialized training needed for maintenance personnel. The stall-proof high efficiency motor can be installed with standard control circuitry for direct electrical operation and low power consumption.

WABCO's many years of railroad equipment experience are reflected in the overall design which meets or exceeds AAR requirements.

If you need the added protection of gates at highway crossings, check the savings made possible by adding WABCO's Light Weight Crossing Gates to present signal masts. For further information write Signal & Communications Division, Westinghouse Air Brake Company, Pittsburgh, Pa. 15218.

A NEW SWITCH IN HIGHWAY CROSSING PROTECTION FROM SIGNAL & COMMUNICATIONS DIVISION

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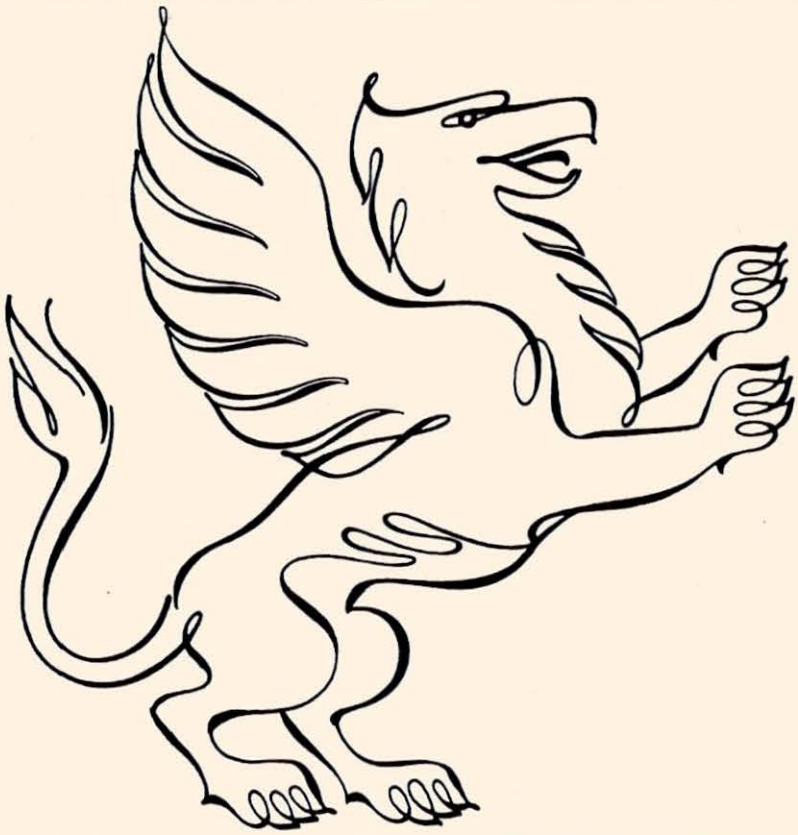
What do you say to a 90-year old Griffin?

Happy Birthday



Our company symbol, the Griffin, comes, of course, right out of mythology. (We'd have been in a fix had our founder's name been Jones or Johnson!) But, what's been accomplished in our first 90 years is no myth as far as the nation's railroads are concerned. Griffin Wheel has pioneered in just about everything good that's happened to railroad car wheels. In nine decades, we have never hesitated to change our product design if a better wheel is the result.

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And that beats any myth by a mile!

Thank you for doing business with us.

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EXPO HYPO

WABCO-controlled Massportation System Speeds Expo Visitors in Montreal

The most functional operation at Canada's Expo '67 is the transportation system—eight six-car trains capable of whisking 30,000 visitors an hour throughout the Exhibition. Masterminding the arrivals and departures of these trains is a highly advanced control system, designed and installed by WABCO.

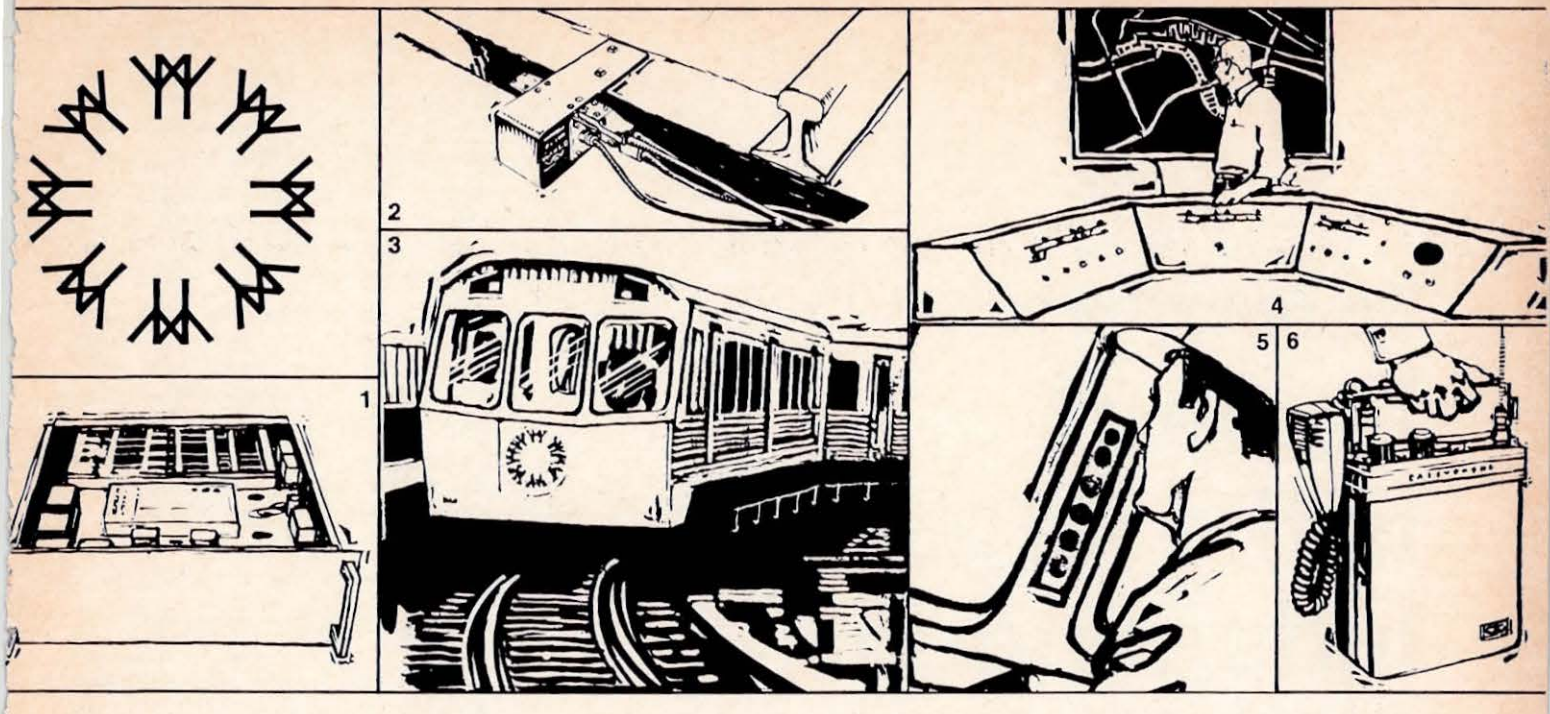
At the system's Control Center, WABCO furnished the display panel for visual monitoring of each train's position and progress by the dispatcher, plus a control console which allows him to operate the system manually, i.e., management by exception.

WABCO's Wayside Equipment—audio frequency track circuits and speed commands for train detection, train separation and speed control—optimize the system's efficiency by tightening headways and keeping trains running at maximum allowable speeds at all times.

Trains are scheduled to arrive and depart every 2½ minutes. The train attendant's only job is to push buttons in his cab that open and close the doors and start the train.

Finally, WABCO train-carried equipment receives electronic speed command inputs inductively from the rails and converts them into commands for smooth, safe propulsion and braking.

Result: the Expo Express is a seven-league stride in massportation technology—the first automated urban mass transit system in the Western Hemisphere.



WABCO "building blocks"—stepping stones to automated mass transit systems.

1. WABCO's velocity control programmer translates electronic speed commands into propulsion and braking controls.

2. WABCO's Minibonds provide connections for audio frequency track circuits that eliminate insulated joints and permit installation of welded rails.

3. Expo Express—The rapid transit train of the future.

4. A control panel like this one at Expo '67 monitors the train operation and gives the dispatcher override control.

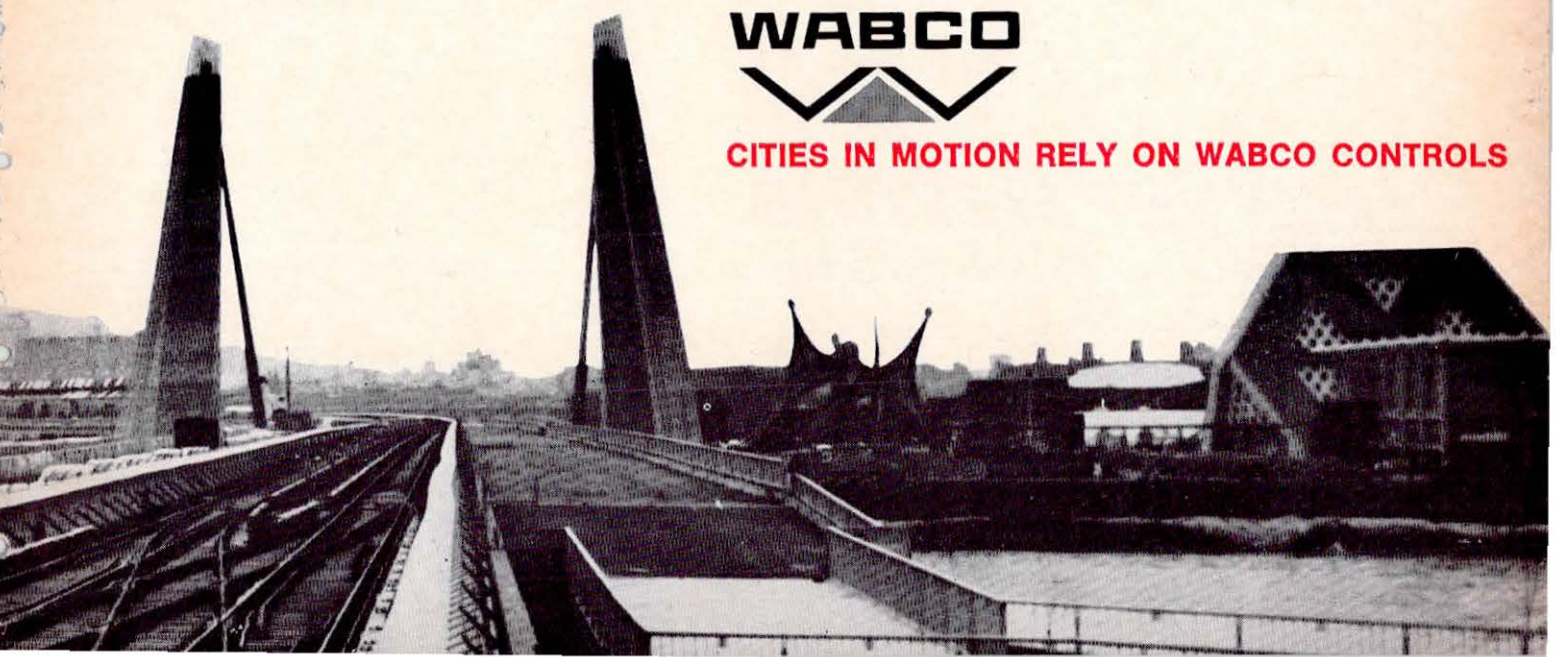
5. Cab signals like this permit the train attendant to monitor electronic speed commands being received aboard the train.

6. Carryphone® two-way radios permit voice connection between dispatcher, train attendants and maintenance crews.

A 21-minute, 16mm color film, "EXPO EXPRESS," is available on request for showings to interested groups and organizations. For information on this film, or for details on WABCO's combined massportation capabilities, write Mass Transit Center, Westinghouse Air Brake Company, Pittsburgh, Pa. 15218.

WABCO

CITIES IN MOTION RELY ON WABCO CONTROLS



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32E . . . 3 or 4 channel toll trunk system. Coordinates with Western Electric's type C systems over short, medium, or long haul routes.

33A . . . 1 to 3 channel stackable toll trunk system used in short and medium haul routes, especially for drop channel operation.

45A . . . 12 channel toll trunk system. Coordinates with Western Electric's type J systems over short, medium, or long haul routes.

45C . . . 4 to 16 channel toll trunk system. Coordinates with Western Electric's type O systems over short or medium haul routes.

T-FM . . . 1 to 10 channel transistorized subscriber line system.

CABLE CARRIER SYSTEMS

45BN . . . 4 to 24 channel exchange or toll trunk system. Coordinates with Western Electric's type N and ON systems.

46B . . . 2 to 24 channel transistorized toll trunk system. Works end-to-end with Western Electric's type N3 system.

***46C** . . . 60 to 600 channel transistorized coaxial cable system.

47A/N1 & N2 . . . 9 to 12 channel transistorized exchange or toll trunk systems. Work end-to-end with Western Electric's type N1 and N2 systems.

81A . . . 12 to 24 channel transistorized short haul exchange trunk system.

***82A** . . . 1 to 6 channel transistorized station system for use over a single exchange grade telephone cable pair. Provides one, two, or four party service per channel.

***83A** . . . Single channel transistorized station system providing an additional subscriber circuit over an existing exchange grade telephone cable pair.

***91A** . . . 24 channel transistorized PCM carrier system. Works end-to-end with Western Electric's type T1 system, equipped with D1 channel banks.

X . . . 4 to 20 channel transistorized subscriber line or exchange trunk system. (Special equipment options provide a 4 or 8 channel open wire system, or a 20 channel radio multiplex system.)

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34A . . . 2 to 24 channel, stackable, transistorized system.

45BX . . . 12 to 264 channel system.

47A . . . 12 to 72 channel transistorized system.

46A (AN/FCC-55(V))** . . . 1 to 1260 channel transistorized system. Compatible with CCITT or Western Electric's type L system.

AN/FCC-17 & AN/UCC-4(V)**** . . . 12 to 600 channel transistorized class of military multiplexers used for fixed office or tactical microwave radio relay or tropospheric scatter systems.

MICROWAVE RADIO SYSTEMS

71 . . . Class of FM systems, operating in the 150, 300, 400, 450, and 900 MHz bands, handling up to 24 or 48 v-f channels.

71F . . . Transistorized FM system, operating in the common carrier, Government and industrial bands between 1700 and 2300 MHz, handling up to 120 or 300 v-f channels.

74B (AN/FRC-84)** . . . FM system, operating in the common carrier, industrial, and Government bands between 5925 and 8400 MHz, handling up to 300 v-f channels.

75A . . . Transistorized FM system, operating in the 6000 MHz common carrier band. System uses TWT output amplifiers and IF repeaters, handling up to 1200 v-f channels or one video and program channel.

75B . . . Transistorized FM system operating in the 6425 to 7125 MHz industrial and STL bands. System uses TWT output amplifiers and IF repeaters, handling up to 1200 v-f channels or one video and program channel.

***75C** . . . Transistorized FM system operating in the 7125 to 8400 MHz Government band. System uses TWT output amplifiers and IF repeaters, handling up to 1200 v-f channels or one video and program channel.

76A and 76D . . . Transistorized FM systems operating in the 6000 and 11000 MHz common carrier bands. Systems handle up to 300, 600, or 960 v-f channels or one video and program channel and are compatible with Western Electric's type TH-TM and TJ-TL systems.

76B and 76E . . . Transistorized FM systems operating in the 6575 to 6875 and 12200 to 13250 MHz industrial bands, handling up to 300, 420, 600, or 960 v-f channels, or one video and program channel.

76C (AN/FRC-109(V))** . . . Transistorized FM system operating in the 7125 to 8400 MHz Government band, handling up to 300, 600, or 960 v-f channels or one video and program channel.

76 for TV . . . Transistorized FM system operating in the common carrier, industrial, STL, and Government bands between 5925 and 13250 MHz. System provides a high-quality black-and-white or color video and program channel.

73 . . . Transistorized FM system operating in the 3700 to 4200 MHz common carrier band. System is capable of handling up to 1800 v-f channels, or one video and program channel, and is compatible with Western Electric's type TD-2 and TD-3 systems.

44835 . . . FM terminal assembly, providing baseband to IF modulation and IF to baseband demodulation for long-haul IF repeater microwave radio systems handling up to 1200 v-f channels or one video and program channel.

TELEGRAPH AND DATA TRANSMISSION SYSTEMS

25A . . . Transistorized FSK system used to multiplex up to twenty-five 75-b/s or eighteen 110-b/s telegraph signals, or up to seven 200-b/s data signals and four 110-b/s signals, for transmission over a single v-f channel.

26C (MD-701/UY)** . . . Transistorized Duobinary FSK system used to convert a 150-, 300-, 600-, 1200-, or 2400-b/s data signal for transmission over a single v-f channel.

27A (AN/FYC-9(V))** . . . Transistorized Duobinary FSK system used to convert a 1200-b/s or 2400-b/s data signal for transmission over an HF radio facility.

960A . . . Transistorized pulse-duration FSK system used to convert analog sensor signals received from railroad hot-box detectors to tones suitable for transmission over standard communications facilities.

970A . . . Transistorized data modulator used to convert one 24 or 40.8 kilobit per second data signal for transmission over a wideband channel of a carrier or multiplex system.

SUPERVISORY CONTROL SYSTEMS

936 . . . Class of transistorized alarm and control systems used to monitor and control test functions at unattended or remote communications facilities.

937A . . . 6 channel system used to monitor and control protective relaying functions, associated with electric power transmission systems, over standard communication facilities.

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52A . . . Video order wire system.

53C (RT-824/UCC)** . . . Transistorized order wire and tone signaling system used with radio transmission facilities.

57B . . . Transistorized one-for-three standby diversity protection system with baseband switching for use with microwave radio systems handling up to 1200 v-f channels or one video channel.

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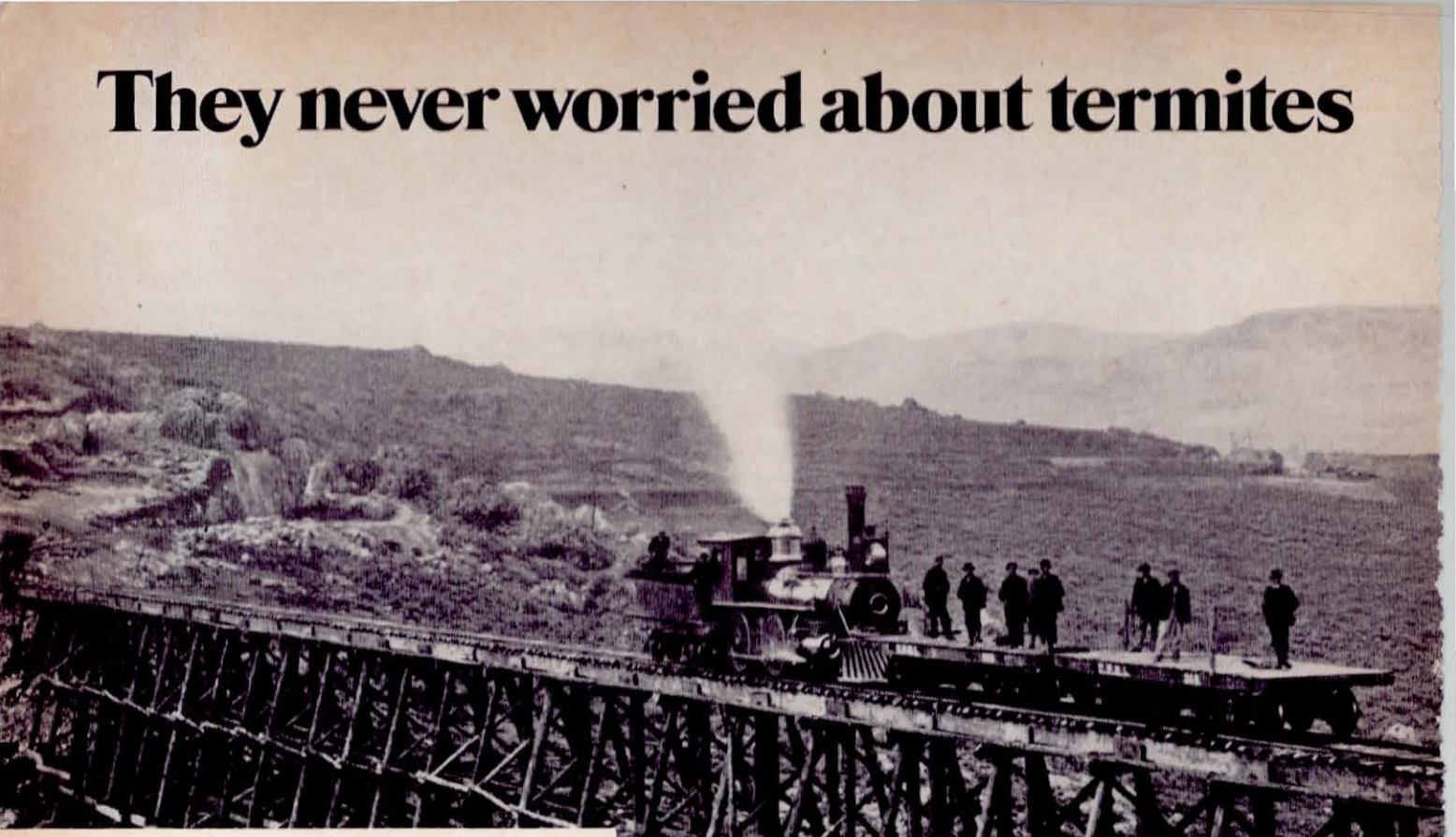

A few miles from here was the end of the beginning—Promontory, Utah. That's where transcontinental railroading began.
Railroad pioneers didn't have time to worry about small stuff—termites and wooden trestles.

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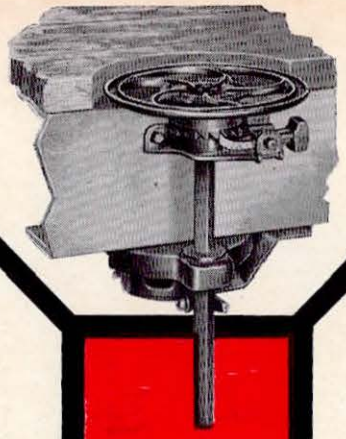
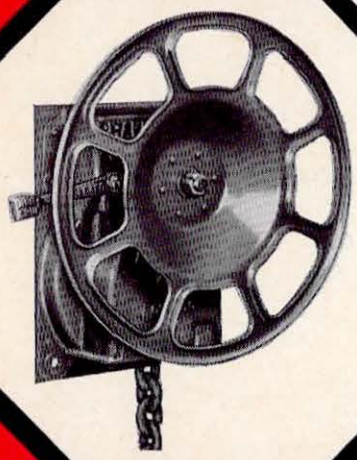
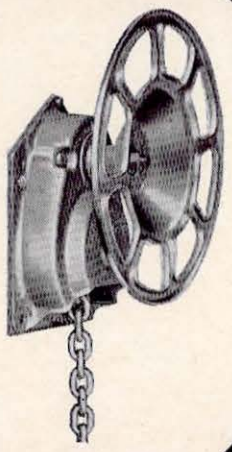


VERTICAL WHEEL
HAND BRAKE
Equipco A.A.R. No. 3750-E
[Drawing No. 10024]
☐ With non-spin 2-way wheel





VERTICAL WHEEL
HAND BRAKE
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☐ With quick release non-spin lever and non-spin 2-way wheel

LEVER-TYPE HAND BRAKE
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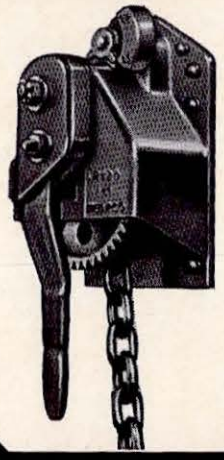
☐ For Piggy-back Cars and Drop-End Gondolas



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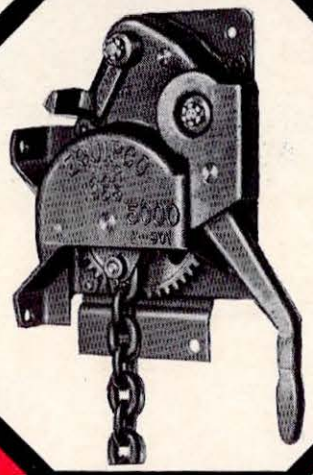

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Historically, transit-car designers, builders, and owners have looked to Lord for vibration/shock/noise control. No one has more experience in this technology. Lord has more than 20,000 active product designs — plus the engineering and production capability to meet exacting performance requirements.

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This car comes in two versions—one for slurry unloading only, and one for either slurry or solution unloading. At the lower end of the hopper compartment are stainless steel sparger nozzles—our own exclusive design—which facilitate the break-up of the commodity mass and create a slurry or solution in the car for delivery. As a bonus, these same nozzles operate to "self-clean" the car when it is emptied of product.

The advantages of these cars are easily summarized:

- Lower freight charges, because you don't ship the unloading liquid.
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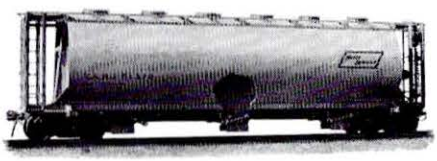
The "magic" of shipping dry and unloading wet may well be difficult for you to imagine or even believe. But a test car, along with a North American representative to answer all your questions, are available to you for the asking. Please ask.

North American Car Corporation, 77 South Wacker Drive, Chicago, Illinois 60606.



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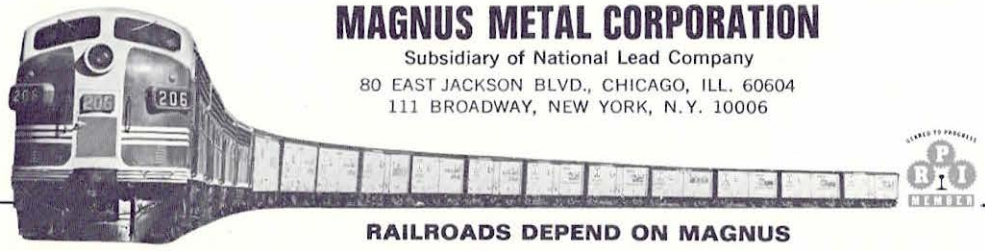

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RAILROADS DEPEND ON MAGNUS

"Where are the railroads going . . . ?"

Whenever A. Scheffer Lang gets up to make a speech, railroad men know they're about to be taken to the woodshed and spanked. Blunt-spoken, hard-hitting, no-holds-barred—these are some of the milder terms that have been applied to the forensic abilities of the newly-appointed Federal Railroad Administrator in the Department of Transportation. At the recent 15th annual meeting of the Railroad Public Relations Association at White Sulphur Springs, W. Va., Lang re-earned all of these epithets.

He was preceded on the program by ICC Commissioner Virginia Mae Brown, whose text was: "The glorious past may have been glorious—but it is also past." Lang agreed.

"You're dealing with an industry that doesn't know where it's going," said Lang. "They don't know where they're going to be in 1980, or in 1975, or even in 1970."

Lang advised: "Stop trying to ban the truck, the barge and the airplane. Not only will that line get you nowhere—it will take you backward. We are a Department of Transportation, and our primary and fundamental concern is with a healthy transportation system. Railroads should be more concerned about transportation, not just trains."

He had some more pointers.

"Too many people in the railroad industry have forgotten—or have never understood—that government in this country is intended to be responsive to the wishes and needs of the people," said Lang.

"You can't sell anything to the Congress that you haven't sold to the public.

"But the public, by and large, thinks the railroads are out of business—that they don't exist any more.

"A very high proportion of railroad management acts as if it thinks the public has gone out of business.

"The public is in business and it is going to stay in business—and anyone who doesn't believe that is going to be out of business.

"You can't fix the public's image of the railroad industry by putting out a lot of public relations froth—unless in fact the railroad industry is doing something for the public."

Reaction to Lang's broadside was mixed. Some thought he had laid an egg. But many felt he had planted a well-timed bomb.

If public relations men thought they were out of the woodshed when Lang sat down, they were wrong.

The next day's speakers included Jim Michaels, the editor of Forbes magazine. Michaels made it clear that Forbes thought the railroads were great, and growing. But that opinion, he said, was not generally shared by the business community. Said Michaels:

"The business public has come to regard the railroads as some kind of primitive industry. In a market where average stock sells for 18 times earnings, the bluest of the blue-chip railroads sells for as little as nine times earnings."

Michaels pointed to "some very obvious and very disturbing management failures."

"Almost every merger today is blocked in the courts or is stopped at the negotiation stage," said Michaels. "The public is disillusioned.

"The railroad record on diversification is far from reassuring. Railroads have tremendous capital bases, and therefore have the borrowing power necessary to diversification. And they need to diversify, being a cyclical industry."

While the remarks of Lang and Michaels created the biggest stir, the critics by no means had the floor to themselves.

An optimistic view of the railroad future was presented by Pierre Bretey, senior vice president of Hayden, Stone, who clearly thought that he did know where the railroads were going.

Conceding that the present railroad situation isn't as good as it could be (Bretey's "high" estimate of 1967 earnings is $800 million), the dean of Wall Street rail analysts offered these predictions:

"Net ton miles of 744 billion in 1966 should rise to 1 trillion by 1975. . . . The result could be an increase in pre-tax net income of $1,280 million."

This—combined with savings anticipated from data processing, reduction of passenger train deficits, user charge benefits, reduction of property taxes, increased real estate income, and merger savings—could produce total pre-tax income of $2.88 billion. Allowing for rising wage costs, interest and amortization costs on equipment necessary to carry the extra traffic, and higher federal income taxes, net income by 1975 could be in the neighborhood of $1.56 billion—compared with $385 million in 1961 and $902 million in 1966.

There was also evidence at the RPRA meeting that the industry is scoring some successes in its efforts to put across the railroad story.

James A. Van Sant, vice president of General Steel Industries and chairman of the public relations committee of the Railway Progress Institute, won the RPRA audience over with "The *New* Railroads," a color-slide-and-commentary presentation that has already scored big successes in Chicago, New York, Philadelphia and San Francisco.

At meeting's end, the consensus was that it had been one of the most successful and stimulating ever. What critics Lang and Michaels said had hit home—but there was reason to believe that the p.r. men, backed up by managements increasingly alert to the importance of a good public image, had already taken up the challenge issued by AAR President Thomas Goodfellow at RPRA's annual luncheon. "We've got a good story to tell," said Goodfellow, "and it's time we shouted it from the housetops."

AT MIDPOINT 1967

UPTURN IN THE MAKING?

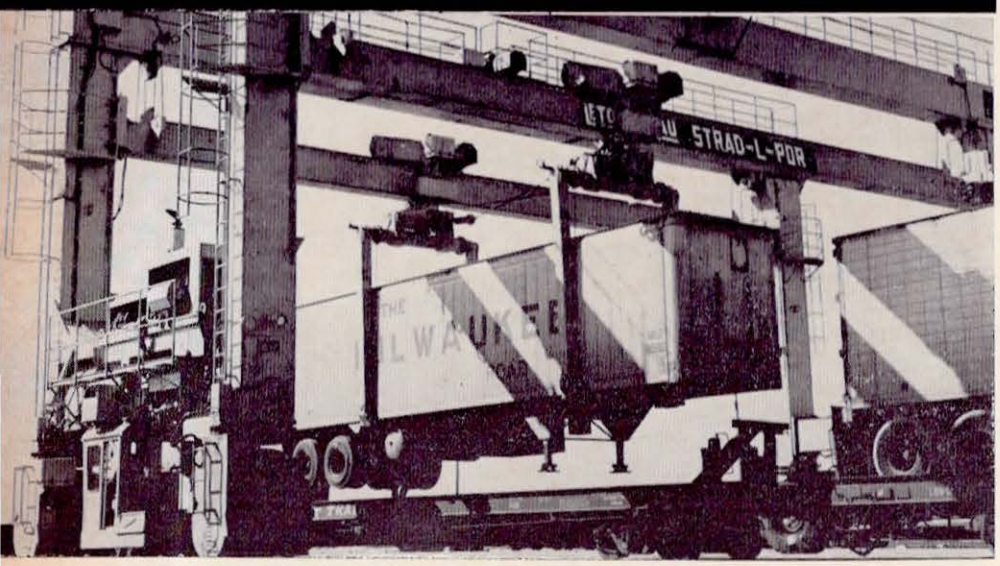
What looks promising—and what doesn't

BY GUS WELTY

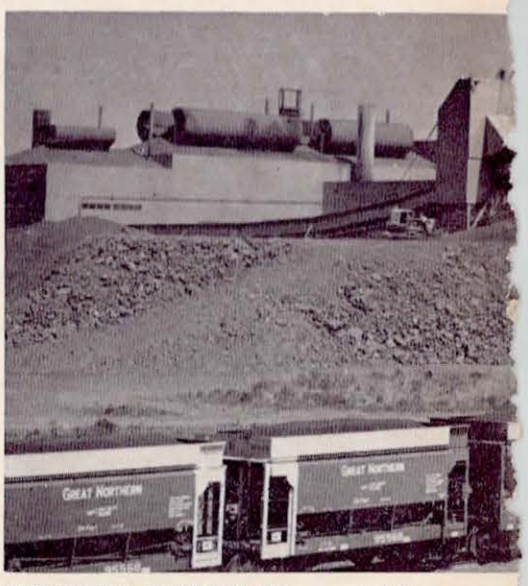
With revenues sagging and costs climbing, with traffic in a slump and earnings drying up, railroads are still heading down the stretch in 1967 with a degree of hopefulness—if not actual confidence—that is remarkable.

The figures are not encouraging. First-half results are almost uniformly disappointing. Second-half projections are being made with extreme caution. The July-September period isn't exactly being written off—but there does seem to be rather general agreement that the main hope for a business pickup lies in the fourth quarter and on into 1968.

Even if traffic does rebound, however, earnings—and improvement programs—may remain in danger unless the carriers get the rate increases they're now proposing. From the ICC has come the promise of no-delay consideration



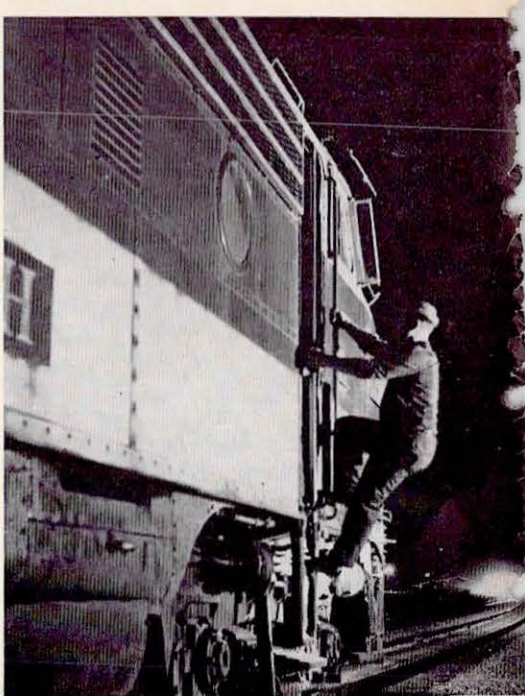
PIGGYBACK'S SHOWING has been moderately disappointing in 1967 compared with the past. Still, TOFC/COFC loadings are up about 5% for first six months.



UNIT-TRAIN OPERATIONS are holding up one of the newest unit-train applications,

A BRIGHT SPOT in the passenger business is in the cities. Modernization of its suburban service, for instance, has turned out to be a good move for Chicago & North Western (left)—and its patrons.

A DARK SPOT in the railroad picture is in the column of figures labeled "operating expenses." They're up sharply from first-half 1966 levels. And railroads face the start of another wage movement in September.



and decision. And from railroad men comes the hope that the decision will be both speedy and sympathetic.

● **The first-half report:** Final figures on first-half results should buttress rate-increase arguments. Complete reports won't be available until later this month—but these guesses may not be far off the mark:

—Both traffic and operating revenues will be down. Traffic, measured on the ton-mile scale, has been slipping since the first of the year. Revenues held up during the first quarter (compared with first-quarter 1966), then tumbled in the April-June period. By one estimate, the industry wound up the first six months with total operating revenues of about $5,225,000,000, down from $5,247,000,000 in the year-earlier period.

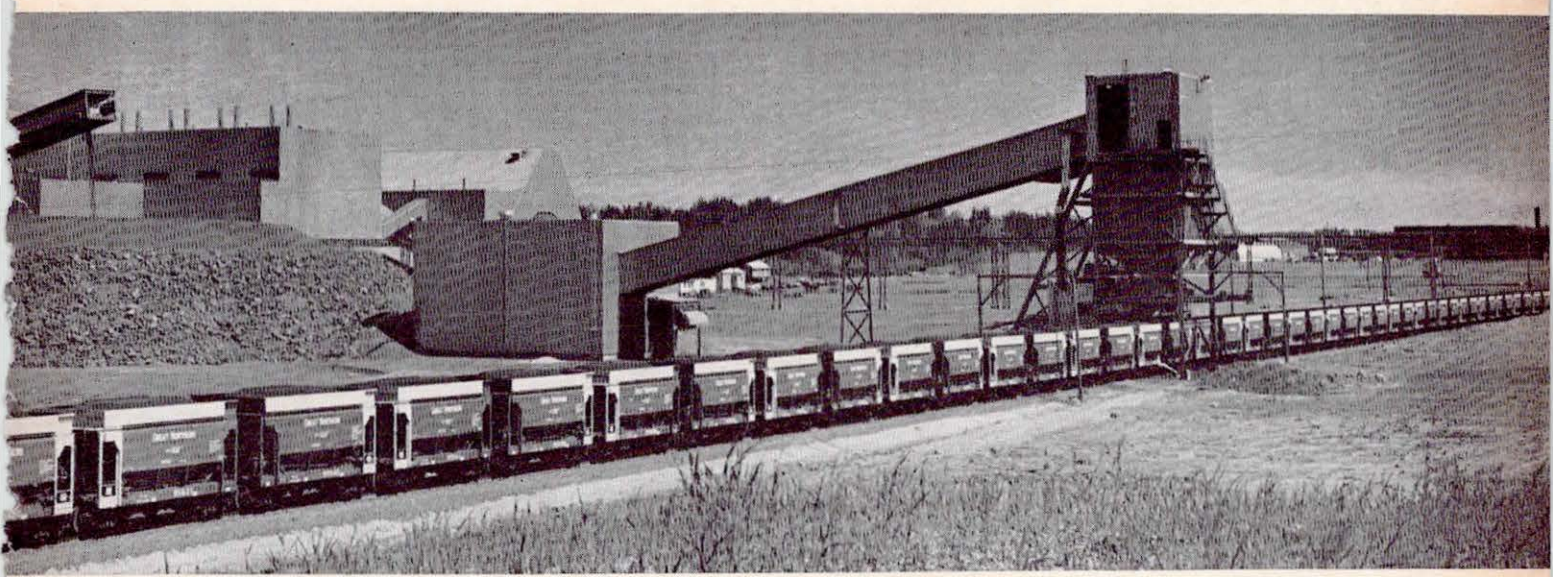
—Operating expenses will be up sharply, with both increased labor costs and increased prices contributing. Last year, expenses added up to just under $4 billion for the first half. This year, the industry will be lucky to hold the total to $4,125,000,000.

—Put them all together, and they spell trouble for the net-income column. In 1966, the first six months put about $431,000,000 toward the eventual year's net of $902,000,000. In 1967, first-half earnings will almost certainly fall below $300,000,000.

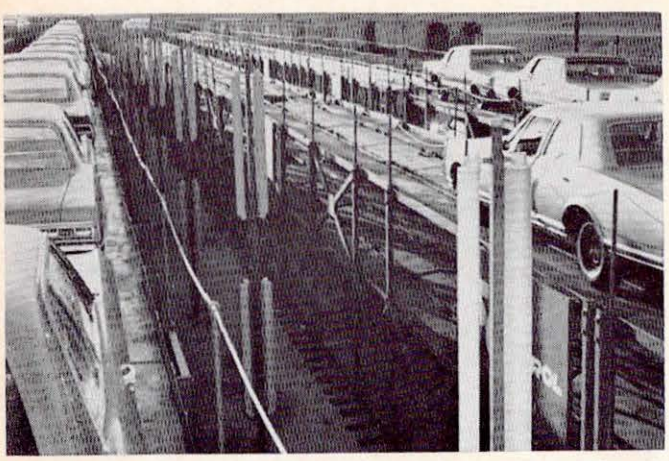
This is not to say that after five years of relative—and increasing—prosperity, disaster's come calling. All things considered, the second quarter of 1966 ranked with the best the industry's ever experienced. Improvement of that record in '67, in the face of a generally soft economy, would have been a real eye-opener. Further, suspension of the 7% investment tax credit had its serious effects, reflected over the last few months of '66 and the first half of this year. And, while the most noticeable effect was a sharp drop in railroad capital-improvement activity, there may also have been depressing effects upon traffic as a number of companies in various industries pulled back to ride out the suspension period.

● **Spending: Down, but . . .** The most recent survey by the U. S. Department of Commerce and the Securities and Exchange Commission pegs total business expenditures for new plant and equipment at $62.4 billion this year, an increase of only 3% from 1966 levels. Railroad spending will be down substantially. But, as was forecast early in the year, railroad spending "is going down—but not by so much as some doomsayers predict" (RA, Jan. 16, p.35). The current USDC-SEC profile puts railroad-industry expenditures at $1.53 billion—and thus 1967 will still rank as the third best year for capital improvements.

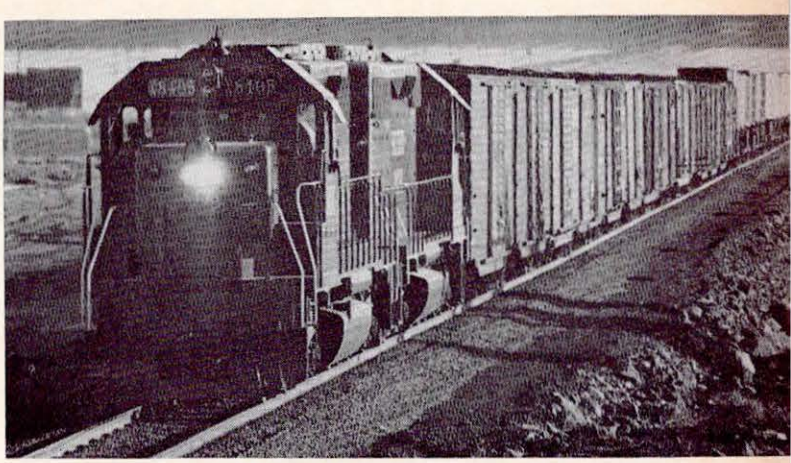
Without a doubt, restoration of the tax credit will help, even over the next



well, whether it be coal, where the whole idea began, or in other bulk commodities. Great Northern (above) has developed hauling taconite pellets from two iron-range plants to dockside on Lake Superior.



AUTO-RACK TRAFFIC seems to be staying healthy, although the auto industry isn't expecting a record year. But it may still be third best production year in history.



EMPHASIS ON SPEED AND SERVICE is prompting many roads to inaugurate new high-balling freight runs. Above, an SP merchandise/TOFC run in the Pacific Northwest.

six months. But, perhaps most important, the uncertainty has now been removed, and railroads will be able to get a head start on planning for 1968-and-beyond improvement programs.

Again, however, it may be late in the year before the fog clears enough to permit a reasonably clear view of what '68 offers. The record shows that the industry's been operating on a rather firmly-established roller-coaster pattern—revenues and net income up in the second and fourth quarters, down in the first and third quarters. Breaking that pattern—to bring meaningful improvement before the final months of the year—may be extremely difficult, if not impossible, in '67.

● **The mid-year doldrums.** Even during the 1962-66 period—five years of long-awaited and substantial growth—railroads had to sweat out a third-quarter setback. In each year of the five, the second quarter was better than the first, and the fourth quarter was an improvement over the third. But only in 1964 did the industry come on strong enough in the third quarter to permit an unbroken string of revenue increases through the year. And only in 1962 did net income follow an up-up-up path from first quarter through fourth.

Recent increases in earning power, in other words, weren't accompanied by greater consistency in earning power. From a relative standpoint, third-quarter showings in revenues and net were better three times out of five in the 1957-61 period, only one time in five in the most recent five-year period.

So, what do railroad men think, as the second half starts unfolding? They're walking on eggs, and they're talking most cautiously. The pessimists are at least equal in number to the optimists—and both may be outnumbered by that sizeable body of top railroad officers who shun the firm forecast.

As one easterner puts it, "you tell me what the automobile industry will do, or the steel industry, or the coal industry—and then maybe I'll tell you what we'll do."

● **Agreement lacking.** One reason for reluctance in the predicting business is simply that the economists can't agree. Nobody seems quite sure what the money situation will be by year's end. There are conflicting views as to whether the whittling-down of inventories is over, or still continuing. Crop prospects, particularly in the northern plains states, seem excellent, but nobody's sure how or when the crops will move. And there's the same uncertainty over the Vietnam situation that there's been for the past several years.

In a few cases, well-founded guesses can be made. Coal production, for instance, has been up. For a number of roads, it has been responsible for one of the first half's brighter spots. Automobile production, meanwhile, has been down. But there are some in the industry who still look for '67 to be the third best sales year in history, with total sales of about 8.3 million units.

● **Inventories: Which way?** The inventory situation in the auto industry is cause for encouragement—inventories are down substantially from year-ago levels—but economists split on inventory conditions generally. Some argue that inventory accumulation is largely in defense industries. Others contend that available statistics aren't precise enough to make such a judgment supportable. There are strong opinions to the effect that excess inventories have just about been eliminated. But at the same time, one midwestern economist calls the inventory situation "treacherous," and warns that a downward cycle may be under way unless there's a strong rise in product demand.

There's similar conflict on prospects in the housing market. One forecast calls for the industry to reach an annual rate of 1.5 million starts by the end of the year. Backing this position are arguments that the demand is there, and that it will be felt regardless of high interest rates. But on the flip side of this forecast is the fear, expressed by some economists, that a rise in rates may cut demand not only late in '67 but also on into 1968.

Despite all the haziness at midyear, however, railroad men can pinpoint a few areas of probable improvement.

● **What looks good?** Frisco, for example, came through the first five months of '67 with a slight improvement—and when the June figures are finally tabulated, Frisco people may have a fairly good idea as to whether they'll be able to match or top last year's earnings of $12.3 million.

For a number of western roads—Frisco among them—grain traffic will be one key to the year. And present indications are that grain traffic can work to the railroads' benefit—if it only will.

At least two major grain-carriers, Great Northern and Northern Pacific, are hopeful about second-half prospects in this area. For the first six month, GN had a decline in grain revenues. As President John M. Budd puts it, "the grain situation is vexing. We didn't expect a repetition of the very heavy movement of the first half of 1966, but we did begin this year's operations with a large storage of grain on farms in GN territory. It has not moved in anticipated volume." Now, however, things may be looking up: "An excellent crop is in prospect, and with the need for making storage space available in advance of the 1967 harvest, it's reasonable to expect the grain movement to return to normal volume as the second half progresses."

NP people put it even a bit more strongly. Growing conditions have been good, President Louis W. Menk points out, "and bumper crops are expected. A record harvest of wheat, due to a good growing season and the increased wheat acreage allotment, could have a beneficial effect on our revenues dur-

RAIL PERFORMANCE AT MIDYEAR

REVENUE FREIGHT TON-MILES

	1967	1966
1st quarter	175.8 billion	177.9 billion
2nd quarter	186.5 billion*	188.1 billion

OPERATING REVENUES

	1967	1966
1st quarter	$2,535,000,000	$2,519,000,000
2nd quarter	2,690,000,000*	2,728,000,000

OPERATING EXPENSES

	1967	1966
1st quarter	$2,026,000,000	$1,955,000,000
2nd quarter	2,100,000,000*	2,033,000,000

NET INCOME

	1967	1966
1st quarter	$121,000,000	$172,000,000
2nd quarter	170,000,000*	259,000,000

*Estimated

ing the last half of 1967."

● **Why a downturn?** For both roads, however, it may take more than grain to produce in '67 a repeat performance of '66. GN's John Budd is blunt about it: "Results of Great Northern operations in the first half have been disappointing." NP's Lou Menk is equally so: Revenues for the first half are down, and "earnings will be down from the same period last year, when Northern Pacific earnings were the highest for any first six months in the history of the company."

For GN, the problem was three-fold —with declining revenues in lumber and iron ore as well as in grain. Lumber shipments began picking up last month, but it's still too early to try to chart a second-half trend. And as for the ore traffic, "there seems to be no reason for the sharp reduction in ore shipments." GN has begun unit-train operations from new taconite plants in the Minnesota iron range, but pellet shipments thus far haven't offset a drop in the movement of natural ore.

NP, as it happens, ranks with the moderate optimists. The grain situation looks good. To NP people, there are signs that an easing of the tight money situation may spur housing starts and help building-materials traffic. Defense traffic is expected to hold at '66 levels. Inventories, as NP sees conditions, are at a point where re-stocking will be necessary. Result: "Northern Pacific expects that freight-revenue totals for this year will be about 3% under last year's record high. Earnings for the third quarter will probably equal those of 1966, and fourth-quarter earnings may surpass earnings for the same period last year."

● **Hope remains.** Somewhat similar thoughts come from the Milwaukee—though, as President Curtiss E. Crippen carefully notes, his railroad hasn't yet seen evidence of predicted improvements in traffic related to such industries as housing and steel. Bright spots thus far have been in automobile and piggyback traffic: Milwaukee posted a 26% increase in TOFC business in May, followed this up with an estimated 25% year-to-year gain in June—and Crippen sees no reason now why piggyback increases of that proportion shouldn't be sustained through the rest of the year.

Like GN, Milwaukee has found its grain loadings down substantially. But the combination of large-volume grain storage in country elevators and a excellent 1967 crop makes grain-traffic improvement look like a good bet for the second half.

Elsewhere in the West and Midwest, there are mixed emotions. Revenue increases seem likely. Earnings improvement is questionable.

● **UP looks ahead.** Union Pacific President Edd H. Bailey concedes that business has been off sharply in May and June, and that this condition may last into July or through July. But, he adds, "we see some favorable signs for improvement in business conditions during the last half of the year." Again, crop prospects are good—to the point where production forecasts made only a few weeks ago have had to be increased. Then too, Bailey says, "reinstatement of the investment credit is already effecting an improvement in the economy which, in turn, will result in an improvement in the transportation business. I also feel there are signs of improvement in the foreseeable future in the automobile, lumber, building-materials and coal industries. And, with inventories reduced, railroads should see a revival in the movement of manufactured products."

Over-all, UP looks for a "modest increase" in operating revenues between now and year's end. But, Edd Bailey points out quickly, the increase predicted "will not be sufficient to absorb all of the increased costs of wages, fringe benefits and materials, plus the increase in depreciation on the large quantities of equipment we acquired during the past few years and on the large quantities still on order."

Southern Pacific is also banking on a continued high level of industrial growth—and particularly, growth of industry along lines of SP and its subsidiaries. SP last year showed a net gain of 598 carload-traffic-producing industries—and a few weeks ago, Chairman D. J. Russell and President B. F. Biaggini were able to point out that SP people are working with representatives of about 700 companies on plant location. The traffic potential is great: As Russell put it, "some of these prospects are for long-term development of quite large manufacturing complexes."

Santa Fe has seen its carloadings and revenues lagging behind 1966 performance for much of the first half. And, says President John S. Reed, "since our fortunes are geared so closely to the levels of industrial and agricultural production, it's most difficult to appraise our outlook for the remainder of the year."

Reed points out that the decline thus far in '67 isn't peculiar to Santa Fe or to railroads generally, "but reflects the slowdown in national business productivity." For Santa Fe, principal reason for the falling-off has been a drastic decrease in grain loadings. But declines have also been showing up in other commodities, including iron and steel and autos and parts.

Second half predictions are cautious

● **IC on the upside.** For many roads individually and for the industry generally, the second half is starting with business on the downside—but not, apparently, for Illinois Central. IC President W. B. Johnson regards the first half as "pretty good, all things considered." First-half revenues are expected to hit $149 million, up from $143.6 million last year. And "we're anticipating first-half net income at least equal to or better than earnings of $8,379,000 during the first six months of last year."

IC hasn't had it easy. There have been declines in grain, automobile, auto-parts and lumber traffic. But there have been compensations—including a sharp upswing in coal traffic and a tighter control on expenses.

For the second half, the IC is being cautiously hopeful. Agricultural traffic may pick up and there should be some important industrial-development activity under way. And internally, IC will be busy: "We're whittling down our operating ratio. And we anticipate some economies from our computerized information system to start showing up later this year."

In other parts of the country, top management people are taking just as long—and cautious—a look ahead.

● **Third-quarter blues.** At Norfolk & Western, for example, President Herman H. Pevler finds "the best information we have is that the third quarter will be slow, with a possibility that the fourth quarter may show some improvement. If this prediction materializes, we can expect a reasonably good year, although not so satisfactory as 1966. Aside from lower traffic volume during the first half, increased costs—including $11.5 million in added wage costs—will hold down net income."

Chesapeake & Ohio/Baltimore & Ohio officers call the outlook for second-half traffic and earnings "uncertain, particularly with the third quarter continuing sluggish, following the pace of the national economy. However, the last quarter should see an upturn in business generally, and railroad traffic should increase commensurately."

Over the first half of the year, C&O/B&O showed increases in coal traffic, and merchandise traffic continued to move in heavy volume. But, like everybody else, C&O/B&O also saw operating costs mounting—and as a result, earnings were down from '66.

In southern territory, Atlantic Coast

"Business in the second half will be sluggish"

Line and Seaboard Air Line headed into their long-delayed merger with a full head of steam. And Southern, keeping a watchful eye on the level of the general economy, still stayed with the thought that "the outlook for 1967 is bright."

Roads in the industrial East may have the toughest time of all. Both Pennsylvania and New York Central have seen earnings tumble. And current shipper forecasts don't call for much, if any, traffic improvement.

● **The shipper's view:** Third-quarter traffic predictions, generally, do not make good reading—even though the over-all forecast is for a decline of less than 1% in total loadings.

Robert W. Buck, traffic manager for Stearns & Foster in Cincinnati and president of the National Association of Shippers Advisory Boards, notes that "as to general business conditions for the last half of '67, we anticipate that they will continue to be sluggish. . . . The composite of the forecasts received from the 13 regional advisory boards indicates for the third quarter a decrease of 0.8% as compared with the same period last year."

A sampling of the regional predictions lines up like this:

—For the Atlantic States Board, the outlook is for a 2.2% drop in loadings. A few commodity categories show probable increases, by 3% in paper and paper products and by 2.6% in cement. But offsetting these gains, and more, may be a 6% drop in coal and coke loadings, a 5% decline in ore traffic and a 3% cut in iron-and-steel-products traffic.

—For the Southeast, indications of a sharp decline have been reversed and the board checks in with figures pointing to a 2.3% increase. As C. A. Moultis, Southeast board general chairman and traffic manager for United States Pipe & Foundry Co. at Birmingham, explains the ups and downs, "construction, and particularly housing starts, have been depressed due to money conditions. . . . Improvements expected in the second half may be delayed until the fourth quarter. Road construction and the demand for cars for aggregate movement continues and, discounting weather conditions, should compare favorably with the last half of 1966. Lumber and cast iron pipe shipments are adversely affected by the housing situation, and indications are that they'll reflect the 4% decrease. Iron and steel shipments are generally being hurt by continuing imports. Movement of paper and allied products is tapering off due to heavy inventories and an uncertainty among consumers. Fertilizer and phosphate rock movements are holding up well, and in the last half they're expected to drop to seasonal levels approximately those of 1966."

—For the Northwest, extremely sharp declines are in the works. For all commodities, advisory board General Chairman Philip O. Halverson reports, the forecast is for a 13.4% fall-off in loadings—and car requirements for grain are expected to be 27.2% lower. Halverson, traffic manager of Our Own Hardware Co. in Minneapolis, says that in spite of excellent crop prospects, the board's grain committee believes shipments "will be down considerably during the first two months of the quarter . . . and that the September movement will at best be equal to that of a year ago. Commodity Credit Corp. grain shipments have been significantly lower . . . and no change is expected during the third quarter. Lower grain price prospects for this autumn and ample farm storage space indicate that farmers will tend to hold grain off the market. Potential labor problems and a continuation of depressed export levels also tend to have a bearish impact."

—One of a few regional increases is being forecast for the Far West. But it's only 0.9% on the plus side, and General Chairman Jack P. Sanders, traffic manager of Gerber Products in Oakland, finds certain questions raised as to whether there will actually be gains, as predicted, on such commodities as iron and steel, ores and concentrates, scrap, and lumber and forest products.

—At the opposite end of the country, things don't look so good in New England board territory. Chairman J. R. Morton, director of corporate transportation and traffic for Combustion Engineering, Inc., at Windsor, Conn., has studied the flow of new orders, the inventory situation, investment in new plant and equipment, money conditions, personal income and spending and the rate of business failures. And with a couple of exceptions, notably potatoes and paper and paper products, he doubts that loadings can show an increase from 1966 levels.

—Loadings in Trans-Missouri-Kansas territory are also expected to be down, by 2.2%. Again, the biggest factor is the decrease in grain, with an 18.2% drop forecast.

● **Car-supply questions.** If there's any consolation to be drawn from these not-so-rosy traffic forecasts, it may lie in the probable avoidance of car shortages. But even that's not a wholly-safe bet. Atlantic States Chairman N. J. Jordan, traffic manager for The Grand Union Co. at East Paterson, N.J., points to probable problems with the supply of 50-foot box, double-door box and DF box equipment. Gondolas and open-top hopper cars are reported in tight supply in the Southeast. Flat cars are short in the Northwest. And Class A box cars, Morton notes, are consistently in tight supply in New England.

Shipper reports seem to make it clear that railroads can't count on any kind of revenue pickup, generally, before October. The hard-to-bear part of it is that while the income is in danger, the outgo is almost guaranteed to increase. Labor costs are climbing at a time when there's reduced opportunity to keep total expense in line by adjusting work forces. And after seven years of relative stability, prices of fuel, material and supplies are also climbing.

● **Where the money goes.** Wage-rate increases and improvements in vacation benefits are now expected to boost costs by $246 million, on an annual — and minimum — basis. The final figure could run substantially higher. In addition, increased payroll taxes will boost labor-related costs by about $63 million per year. And increased health-and-welfare benefit payments run up the tab by approximately $11 million.

More wage hikes coming

All this together puts the annual labor-cost increase figure up to at least $320 million—a total representing well over one-third of the industry's 1966 net income.

Labor-cost estimates might be grim enough if they ended with these figures. But the current estimates don't take into account anything beyond the 5% wage-hike pattern set last autumn. Any settlements of pending cases that go beyond 5% will kick the cost figure still higher.

And, of course, the current estimates don't figure in the 1968 situation—where further increases have been agreed to for a number of non-operating unions, where several operating organizations will be coming in with fresh demands.

● **Prices going up.** That other element of doing business—the cost of purchasing fuel, material and supplies —is also going up. The AAR's most

recent quarterly survey, comparing April 1967 prices with those of April '66, shows a 3.9% average increase. On the Bureau of Railway Economics' price index (where the 1957-59 average equals 100), April 1967 checked in at 106.9, an all-time high.

Last year, railroads spent roughly $1.6 billion for the so-called "ordinary purchases." At this point, AAR economists are estimating a $51-million annual cost increase, based on the April-to-April increases and on predicted 1967 levels of consumption.

If all the elements of income and outgo are drawn together, they come to a point—that point at which the ICC decides whether to permit the freight-rate increases now being asked.

● **The case on rates.** Oral arguments are scheduled to begin this week in Washington, and there will be opposition. But on the basis of the statements already submitted to the Commission, the railroad case appears to have strength. It's been years since any general rate boost was sought or granted—and the traffic increases which enabled most roads to survive successive cost increases during that period just aren't in the cards now. And even the modest rate hikes now proposed won't, by most estimates, provide enough to cover all bases and return the industry to an earnings level such as that reached last year.

Burton N. Behling, director of the Bureau of Railway Economics, summed up the situation in his submission to the ICC: "The impact of additional cost increases in 1967 was strikingly manifested by a further and more alarming decline in earnings in the first three months this year [after decline first set in during the last quarter of '66]. Freight traffic fell slightly in the three months, revenues showed little increase and net railway operating income dropped by 32% below the level of the first quarter of 1966. New working capital, which at the end of 1966 had fallen to $480 million, its lowest year-end level since World War II, fell further in the 1967 quarter, to $308 million on March 31, an amount equivalent to less than 13 days' cash expenses, taxes and rents."

In order to try to gauge the full impact of added costs, the AAR asked 28 major Class I roads for projections. On a "constructive year" basis, the test roads submitted their data—basically reflecting current cost levels and then figuring revenues on present rate levels and on levels reflecting the proposed increases.

● **No bonanza.** The final report is revealing. Last year, industry net income totaled $902 million. For the "constructive year" without rate increases, earnings would be only $680 million. For the year with rate increases, net would go up appreciably—but it would still fall short of last year's figure by several million dollars.

As Dr. Behling put it to the ICC, "the estimates clearly suggest that even with the proposed increases in freight rates and charges, a full year's operations at current cost levels would result in earnings not appreciably different from the modest and inadequate earnings of 1966. Without the proposed increases, the rate of return would drop to 3.16%, and even with such increases, it would be only 3.93% [as compared to 3.90% last year]. Without the proposed increases, the carriers would suffer further deterioration and would be forced to curtail improvement programs."

The seriousness of opposition to the proposed rate boosts is, as yet, somewhat hard to measure. But one important source was heard from in mid-June—Secretary of Transportation Alan S. Boyd. Boyd made public a letter to ICC Chairman William H. Tucker, regarding rate-boost proposals from both rail and motor carriers. The comments were general—but they may indicate the position the new Cabinet department will take in its first major brush with a rate case. The secretary's letter emphasized that the comments did not intend to "express an opinion on the merits of the proposed increases." But, he urged the Commission to consider possible inflationary results "to the fullest extent possible before the rate increases are permitted to go into effect."

● **Rate levels remain lower.** As the AAR submission shows, however, "the general level of rail freight charges has declined substantially in recent years, as measured by both the ICC index of average freight rates and the average revenues per ton-mile. With the proposed increases in freight rates and charges made fully effective, the general level of freight charges will still be 5% below the level of 1961 and 11% below that of 1958."

And that's the way it is, July of 1967: Little or no pickup in the third quarter, promising forecasts for the last three months of the year, high hopes for a fast start on '68—and the first major rate case in years keeping the whole situation somewhat uncertain. ■

MERGERS AT MIDYEAR

Rail consolidation cases begin to roll

The complexity of the large mergers has bogged down many movements, but other marriages are being blessed by the ICC.

After sputtering along through most of 1966, the railroad merger movement once again seems worthy of the word "movement."

Over-all, merger-minded roads might be divided into three classes—the now-group, the soon-group and the someday-group. Pessimists, those who look darkly on major merger disputes in the East and the West, might add a fourth class—the never-group.

For four roads—Missouri Pacific-Chicago & Eastern Illinois and Atlantic Coast Line-Seaboard Air Line—consolidation is here and now. Both MoPac control of C&EI and ACL merger with SAL have gone the route through the courts. They're now a fact.

● **Hope in the West.** For eight other roads, in eastern and western territory, the hopeful outlook is merger-soon. Pennsylvania-New York Central consolidation, after being bounced around between courts and Commission, seems closer, although the Justice Department is still busy erecting legal roadblocks. Chicago & North Western has approval for merger with Chicago Great Western, though Soo Line's still fighting for a change in the order. And the Northern lines—Great Northern Pacific, Burlington and Spokane, Portland & Seattle—just may make out better with the Commission the second time around than they did last year, when their proposed consolidation was rejected by a 6-5 vote.

The third group of roads—those that might go into the someday-class—is the group with the real problems today. And the problems seem to be getting more, rather than less, complex the more they're debated.

In the Southeast, the situation is calm. ACL and SAL are together, and former foes of merger are prepared to

MERGER PICTURE AT MIDYEAR

In the East

Chesapeake & Ohio/Baltimore & Ohio control of Western Maryland—Approved by the ICC.

Pennsylvania/New York Central—Merger approved April 27, 1966, but a series of appeals by opponents to the courts continues to delay it.

N&W/C&O merger (including B&M, CNJ, D&H, E-L, and Reading)—Proceedings will continue in October on the N&W/C&O proposal to take in the smaller roads as controlled affiliates of a new subsidiary.

E-L, D&H, B&M inclusion into the N&W—The ICC on June 12 ordered the inclusion of the three small roads in the present N&W system. N&W promptly went to U.S. District Court to ask annulment of the order, which otherwise would be effective July 17.

In the Southeast

Atlantic Coast Line-Seaboard Air Line—A merger that had been approved by the ICC on Dec. 13, 1963, then spent the next three years in the courts, was finally consummated July 1. The new road is the Seaboard Coast Line Railroad.

In the West

Great Northern, Northern Pacific and Burlington merger—Withdrawal of opposition by Chicago & North Western and Milwaukee Road to the Northerns merger may prompt fast ICC action in this case the second time around.

C&NW control of CRI&P, UP-CRI&P merger, SP purchase of CRI&P line, Santa Fe purchase of line and trackage rights on CRI&P—The tangle of applications in this case—with just about every road in western territory taking sides—promises a long, drawn-out case.

Missouri Pacific merger with Texas & Pacific—The ICC, at the request of the applicants, has dismissed the application for merger.

Missouri Pacific control of Chicago & Eastern Illinois—MoPac took control of the line, with ICC approval, May 12.

Control of Alton & Southern by Cotton Belt/Purchase of Alton & Southern by Missouri Pacific—An ICC examiner has recommended that the A&S be purchased jointly by Cotton Belt, Missouri Pacific and Chicago & North Western.

Chicago & North Western merger with Chicago Great Western—Approved by the ICC.

Chicago & North Western merger with Milwaukee—Hearings before the ICC will continue in this case.

live with it. As D. W. Brosnan, Southern's president, told his road's shareholders after ACL-SAL was finally cleared, Southern planned no further action: "So far as Southern Railway is concerned, the Coast Line and Seaboard have been operated as merged companies for the last several years and any effect on Southern has already been fully discounted."

● **Elsewhere, problems.** In the East and West, however, the situation is far from peaceful. In the East, the timing of major-road mergers and the fitting-in of a handful of smaller roads have created a hang-up. And in the West, there's the grandpappy of all merger mazes, the Rock Island case.

Between the Supreme Court and the ICC, some clarification of the eastern situation seemed to come late this spring. The court first ruled than Penn Central merger couldn't be consummated until the ICC reached a decision on the fate of Erie Lackawanna, Delaware & Hudson and Boston & Maine. The ICC then picked up the ball, decided that the three smaller roads should be included in Norfolk & Western and provided for indemnity payments from Penn Central to EL, D&H and B&M in the event their joining N&W should be delayed beyond the effective date of PRR-NYC consolidation. But, Norfolk & Western promptly filed suit to block execution of the order. And Erie Lackawanna also turned to the courts for further action in the case. The Justice Department now supports N&W in challenging the legality of the ICC order—so the whole case may end up back in the Supreme Court.

Meanwhile, ICC sources indicated a certain satisfaction with the speed with which hearings have moved along in the Norfolk & Western-Chesapeake & Ohio merger case.

● **Simpler, by comparison?** Despite the apparent complications, there does seem to be a tendency to regard the eastern situation as a simpler one than the tangle that's developed in the West.

Some weeks ago, ICC Chairman William H. Tucker stood before an audience made up largely of western railroad men. Carefully, he disclaimed a role as spokeman for the Commission—and then he unloaded his personal views of what is and should be going on.

The western merger situation, he declared, "may be becoming an unwieldy tangle of litigation. The majority of railroads appear to be merely maximizing their own special positions in the projected merger transactions without any real regard for the public interest or the interests of other railroads and the vital services that such roads perform.

"The provisions of the Interstate Commerce Act relating to mergers were designed to provide the framework for establishing soundly-conceived rail consolidations that would improve this nation's transportation system. They were not enacted to serve as the main competitive battleground for any group of railroads. Unless some of the parties do an abrupt about-face from their present positions, they may be in for a rude awakening."

● **The courts and the ICC.** Then the ICC chairman summed it up, tersely: For one thing, he said, the Supreme Court decision in the Penn Central case "stands for the proposition that the Commission must give close attention to the over-all railroad system when evaluating any particular merger proposal. In light of this, I strongly urge that each carrier involved in the western railroad merger picture review its own proposal with the view toward amending or modifying it to meet its realistic needs in a tough-minded assessment of the over-all public considerations. Barring such a basic reassessment, it may well be that the entire merger movement in the West may become just an exercise in futility."

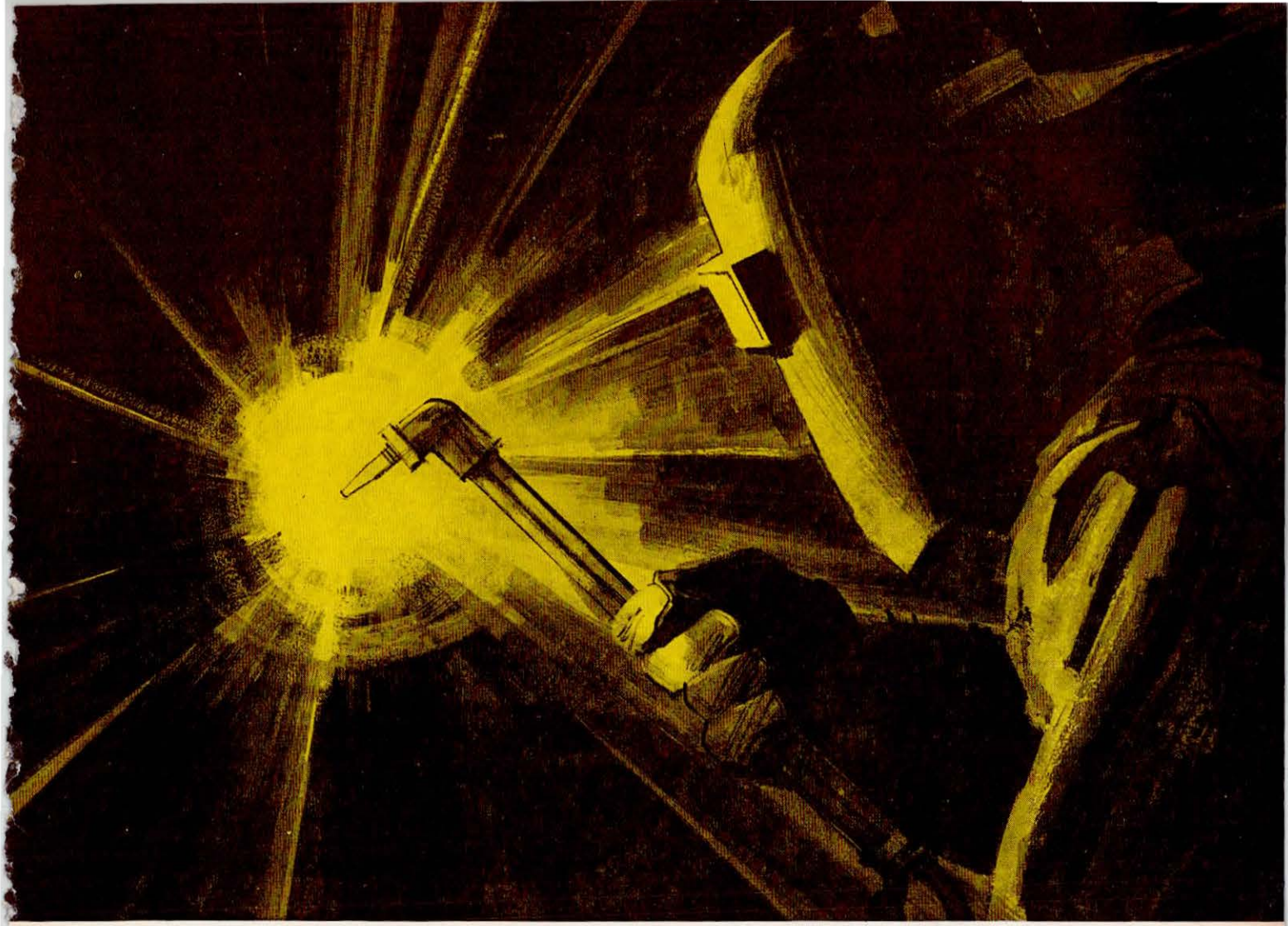
In one sense, western roads have been able to come to an agreement—with the provision of conditions which have removed C&NW and Milwaukee Road objections to the Great Northern Pacific & Burlington consolidation. But no such inclination toward compromise is as yet evident in the Rock Island case, which matches C&NW against Union Pacific, with just about every other road in western territory taking sides.

And, while the RI dispute may be the main worry in the West, it's not the only one. Through its consolidation with Nickel Plate and, particularly, Wabash, N&W is now a factor to be reckoned with in the Midwest—and a number of western lines can be counted on to give a long, and maybe unenthusiastic, look at the N&W-C&O merger plan.

● **Worth the effort?** So, there are delays and there are battles—but the strong feeling seems to be that the benefits of merger are well worth the pre-consolidation travail (assuming, of course, the travail does sometime end).

N&W, for instance, brought off its NKP-Wabash unification more than two years ago. As President Herman H. Pevler commented recently, "in this time, we've had a great deal to do in bringing several organizations into one, to centralize and coordinate our efforts in the fields of operations, accounting, real estate—in fact, in all phases of our operation. We feel we have made reasonably good progress in this effort. The

(Continued on page 89)



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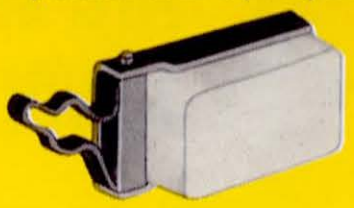

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Pace of activity rises steadily

Transit operators need more cash to carry on big capital programs. But even moderate aid from outside sources is helping them plan new systems, renovate existing ones.

By JOE ASHER

Transit operators are still unhappy with the level of outside aid they are getting to do the job of building new systems and renovating existing ones. But the money that is coming in—from federal, state and local sources—is at any rate doing a valuable job stimulating plans, boosting capital spending, and keeping operators from losing all confidence.

For one thing, operators are relieved, now that an attempt to slice down federal transit aid money was headed off in the House.

Earlier this year, HUD officials submitted requests for a $230 million appropriation for FY 1969, which the House almost cut down to $125 million. But the House finally raised the sum to $175 million.

The Senate, reputedly more friendly to the federal transit aid idea, will get the bill next month, and observers believe the sum they vote will be much closer to the originally requested $230 million. If that is the case, a House-Senate conference committee may well find an in-between figure—and the end result would be a sum more like what HUD asked for in the first place.

Federal money is not the only aspect of transit financing that looks easier: around the country, more and more states are showing signs of willingness to assist transit agencies either in building new systems or rehabilitating old ones.

Signs of the times are:

—Governor Nelson Rockefeller's $2.5 billion bond issue for transport, of which $1 billion would be earmarked for mass transit. The measure will be submitted to a referendum this fall.

—The Illinois state legislature provided enabling legislation for creation of local transit authorities and districts to qualify for planning and capital assistance.

—New York, New Jersey and Pennsylvania have all created departments of transportation. One reason is to bring the work of the respective state highway departments into an over-all transportation perspective.

—Complaints on the local level that states are unresponsive to the needs of the cities are gradually engendering a positive reaction: Eleven states have set up offices of urban affairs, and several others are about to do so.

Around the country, here are the big developments:

Major engineering decisions made earlier this year by Bay Area Rapid Transit officials were the choice of 1000-volt dc traction, and the award of the automatic train control contract (to Westinghouse Electric).

Construction is now in high gear, with design work 70% complete, surveying, mapping and route location almost 100% complete, right of way acquisition over 75% complete.

An initial order for 250 cars (of the 450 BART will need eventually) is expected later this year. Plans call for the first trains to be running in the East Bay area by 1969, with the full system operational by 1971.

For the 25 miles of aerial construction, BART will need 4,100 concrete roadway girders, and one firm—Castcon—erected a new precasting and prestressing plant at Richmond, Calif. especially to supply them.

All this activity sparks the local economy, BART officials observed. Since digging began in earnest in 1964, over $20 million have been paid in construction wages alone, not counting engineering and other consulting fees or administrative costs, and the peak has yet to come—next year, when about 8000 men will be on the payroll.

● **Washington.** Announcements earlier this year that the Columbia Heights line would be eliminated from rapid transit plans, and that a downtown extension to southwest Washington would be built have been confirmed by the Washington Metropolitan Area Transit Authority.

Meanwhile, WMATA asked consultants Alan Voorhees & Associates to evaluate two—maybe three—different plans for an area-wide system with up to 150 miles of track in the District and neighboring areas in Virginia and Maryland.

Core of the system would of course be the 25-mile downtown system planned by the National Capital Transportation Agency, and for which engineering and design work is being done by De Leuw, Cather. The NCTA, an interim agency, officially goes out of existence on Sept. 30, and the WMATA will carry on its work in cooperation with the two suburban transit bodies, the Northern Virginia Transportation Commission, and the Washington Suburban Transit Commission of Maryland.

WMATA General Manager Jackson Graham, speaking at a recent meeting of the American Transit Association, gave some specifics of the decisions already taken:

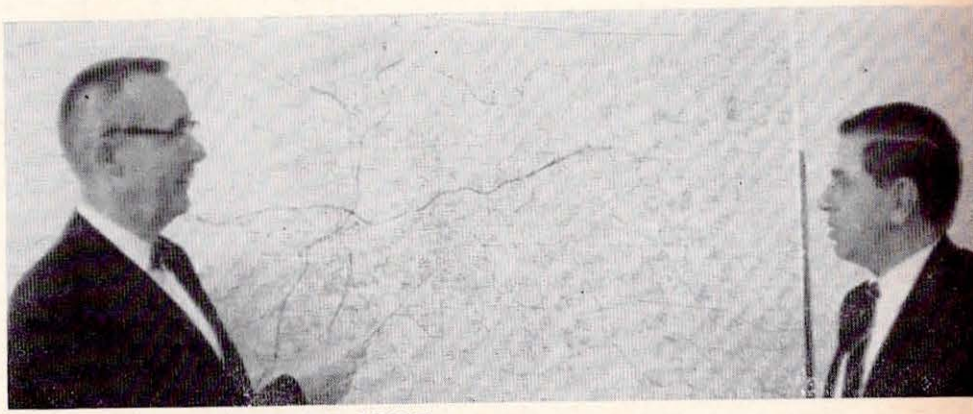
—Operation will begin in 1972.

—The fare will be 25 cents.

—Trains will be up to eight cars at peak periods, and platforms 600 ft long.

—Trains will operate on two-minute headways at peak periods, and the average speed will be 35 mph.

—Extensive provision will be made



WE'LL PUT IT THROUGH HERE . . .

HUD Assistant Secretary Charles M. Haar looks at route alignments planned for Atlanta by system general manager H. L. Stuart. HUD is aiding in financing.

for park 'n ride and kiss 'n ride services, with 11,000 parking spaces to be allotted outlying stations.

• **Atlanta.** Parsons Brinckerhoff-Tudor-Bechtel, joint venture consultants to the Metropolitan Atlanta Rapid Transit Authority, are well along with design of the coming transit system.

The first 44 route miles of the system will be comprised of a north-south line, running from Oglethorpe to Hopeville, bisecting an east-west line, running from Decatur to Hightower Road. Preliminary cost estimates are in the range of $350 million.

In a later phase, the system will be expanded to a full 66 route miles; that should cost an additional $90 million.

• **Seattle.** After De Leuw, Cather presented a favorable engineering feasibility study for rapid transit a year and a half ago, city officials united in backing the idea and in pushing it to the detailed design stage.

HUD made a $150,000 grant for design and impact studies; De Leuw, Cather will step up its preliminary engineering work. The state legislation pitched in with enabling legislation: The METRO Council was officially designated as the planning and development agency for the projected system, and a public referendum on financing was authorized.

The referendum—to be held probably in the 1968 election—would be to approve a bond issue, assuming 60% of the voters endorse it.

The state lawmakers also approved median-strip use of highways for public transit vehicles. This may prove an important asset in holding down construction costs.

Currently, Seattle officials are hoping to raise the federal contribution in the design stage from $150,000 to $800,000.

• **Los Angeles.** Also hoping for action by 1968 is Southern California Rapid Transit District. Feasibility studies are being conducted by Kaiser Engineers and Daniel, Mann, Johnson and Mendenhall.

It's hoped that a report will be ready in time to get a bond issue referendum in the '68 election. Cost estimates for a 60-mile-plus 2-line system are not firm, but believed to be in the neighborhood of $900 million.

Eventually, the original idea of a much larger system—perhaps 160 miles long—may be revived as a second phase of the project.

• **Baltimore.** Parsons, Brinckerhoff, Quade & Douglas presented the Metropolitan Transit Authority with a favorable feasibility study for transit over a year ago. Since then, proposals have been made to truncate the 29-mile system somewhat: build a downtown loop and one leg of the system in the first phase, and save the rest for a future phase.

In the meantime, HUD has assisted by making a $900,000 grant to the Baltimore Regional Planning Council. The money—to be matched by $450,000 in funds from state, county and municipal agencies—will be used for preliminary design and impact studies for the projected transit system.

• **Pittsburgh.** The rapid transit feasibility study under preparation by Parsons, Brinckerhoff, Quade & Douglas will be ready by the fall of this year.

In the meantime, a report is in on the Skybus demonstration. MPC Corp. was charged with evaluating the engineering and economic feasibility of Westinghouse Electric's Transit Expressway.

The report, submitted to the Port Authority of Allegheny County and HUD, found public acceptance strong and system concepts sound, but called for further refinement and testing. MPC

A new transit image is HUD's aim

Not all breakthroughs are spectacular ones. And not everybody looking for a breakthrough is making a lot of noise about it.

Leo J. Cusick, director of the Urban Transportation Administration in the Department of Housing and Urban Development, is very quietly running an operation that he thinks will lead to a dramatic resurgence of the transit industry—and may even remake it entirely.

In the early spring of this year, HUD made four grants to research foundations and to private industry, with the idea of stimulating research and development in transit.

Two months ago, HUD followed that up with a further series of five grants, with the same general goal in mind.

A week ago, two more research grants were announced: a $151,000 grant to MIT and a $71,000 grant to the Washington Metropolitan Transit Commission. The purpose of the former is to study mobility from the point of view of opportunities for people of low income; the latter is for harnessing computers to aid in bus schedule programming.

According to Cusick, "Sure, we are looking for breakthroughs in technology—both evolutionary and revolutionary. But that's not all we're doing; we're trying to change the whole attitude of the transit industry, first by giving the operators more confidence that there is some place where they can go to get some money —not all they'd like or all they need maybe, but some money, by helping them to achieve a more positive attitude about the future of the business, and then by pointing out the avenues down which they can go."

"To give you an example of how far we range," he went on, "there's the management training program we're inaugurating. Over 40 management-level transit operators will be gathering at Kent State University in Ohio and the University of West Virginia this month and August, for two-week seminars.

"In classes of about 10 or 12, they'll be getting brushup courses—and a chance to review what their operations are all about.

"Later in the month, we'll be announcing the next step in our training program; it will be something more ambitious and bigger.

"Another example is the demonstration grant program. Our next move will probably be a series of demonstration grants having to do with CBD's of large cities and with small cities altogether."

But research into transit hardware will still be getting plenty of attention, he added. Asked what reactions have been to the HUD proposal for a federal test track facility, he said, "We got very positive reactions from the American Transit Association and the Institute for Rapid Transit—as groups. Reactions from individuals have been more cautious."

"There are a lot of reasons why such a test facility would be worthwhile, he said. "It's the logical place for experimental work on component parts — truck suspensions, for instance—for research into metals so we might be able to effect more weight saving in carbuilding, into air-conditioning, and many other things.

"The supply industry has put many of its own dollars into research. But we ought to step up the effort."

described the demonstration as a "significant step forward" for transit in medium-density areas, and further demonstration is warranted.

• **New York.** Air conditioning, until now dismissed as economically impractical, is getting a second look from the New York City Transit Authority. Of the 200 composite-construction cars being delivered by General Steel Industries to NYCTA, ten are equipped with air conditioning units. Trials with the ten cars are due to begin on line shortly.

Later this year, NYCTA expects delivery of another 400 cars from GSI. These are also of composite construction—LAHT steel, stainless steel and aluminum—but of a radically different exterior design, featuring molded fiberglass ends.

In spite of long delays in getting plans moving for the new East River tunnel, there are some hopeful signs: The fact that the tunnel will be shared with the Long Island Rail Road means costs of construction will also be shared; in addition, HUD may provide some federal assistance.

• **PATH.** The long-awaited Aldene Plan for rerouting Jersey Central commuters into New York via PATH and PRR went into effect last April 30.

To make the service more attractive, PATH added 44 air-conditioned aluminum cars from GSI, and lowered the fare from 40 to 30 cents on the Newark-New York run.

PATH also unveiled plans for a new Jersey City transportation center, to be a focus for feeder bus lines, and is continuing plans for a new Hudson Terminal in lower Manhattan, directly beneath the World Trade Center now under construction.

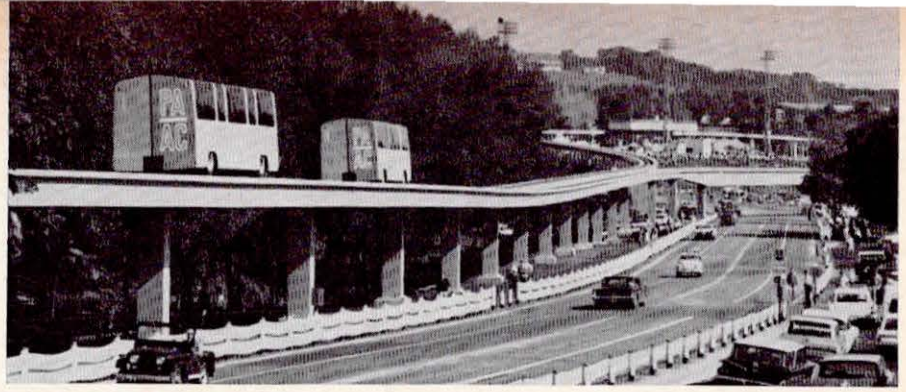
• **Chicago.** "We're coming down the middle" is how the Chicago Transit Authority is telling motorists that 15 miles of new extensions—largely in median strips of highways—are about to be built.

Voters last year approved a $28 million bond issue for the construction, and HUD matched the money with $45 million in federal funds.

The two extensions are a 9.5-mile segment in the northwest, partly in the middle of the Kennedy Expressway, and a 5.2-mile segment to the south—partly in the middle of the Dan Ryan Expressway. Design is in the final stage, and construction should begin shortly. It's hoped to have the two segments in operation by the end of 1968.

In the meantime, work is going forward on the new Englewood Terminal, and CTA plans to order another 108 cars, probably before the end of the year.

The CTA proposal for a covered walkway—nicknamed "The Northwest Passage" (RA, Nov. 7, 1966, p. 21), to link its Clinton St. station with the Chicago & North Western terminal 1½ blocks away is now off the back burner: HUD granted $500,000 to assist in the construction.



Skybus got a nod

Consultant MPC, reporting on Westinghouse Electric's Transit Expressway demonstration in Pittsburgh, found system concept promising for medium-sized cities.

• **Philadelphia.** Court action is due finally to untangle litigation that has hamstrung certain mass transit plans for over a year.

It's thought the court will empower the Southeastern Pennsylvania Transportation Authority to take over the Philadelphia Transportation Co. The latter until now owned one subway line and operated another under lease from the city.

SEPTA, until now responsible for rail commuter planning only, will then be able to coordinate this better with close-in subway planning. High on the agenda is the plan for two extensions to the Broad St. subway—one a seven-mile extension into northeast Philadelphia, the other a 1.5-mile extension south to the Municipal Stadium area.

An $87 million bond issue approved two years ago will provide most of the money for this construction.

Also high on the agenda are airport connection plans (see p. 42), and the long-discussed cross-city connection between the PRR and Reading commuter terminals. This would be provided along with new stations and joint facilities with the subways and with the Delaware River Port Authority's new south Jersey line, the latter scheduled to be in service in late 1968.

Other important activities in the Quaker City are delivery of the first two cars in a 20-car order for stainless steel cars, to be used in SEPTA-sponsored commuter operations. General Steel Industries is providing the cars, and delivery will be completed later this year.

• **Boston.** HUD announced a $484,000 grant to the Massachusetts Bay Transportation Authority. The money will be used for engineering, architectural and impact studies for the planned 11.5-mile Southwest Corridor extension.

Commenting on the fact that a 5.7-mile segment of this extension would follow the median strip of a proposed highway, HUD Assistant Secretary Charles M. Haar said: "The consolidation of an eight-lane expressway and three-track transit facility into a single corridor . . . will minimize land takings, relocation, and disruption to residential land patterns and neighborhood integrity."

Preliminary design work is 60% complete on the 2.5-mile Harvard-Alewife extension, and actual construction is proceeding on the 10-mile South Shore extension and the 1-mile Haymarket North extension which will eventually reach up another six miles to Malden and Melrose.

In the case of the South Shore line, sub-structure work on the new Neponset River bridge has been completed, and work on the super-structure begins in two weeks; two stations on this line are in the final design stage and two rail bridges are undergoing modification. The line as a whole is due to be in service by late 1968 or early 1969.

In the case of the Haymarket North project, prefabricated tunnel sections are now under construction for the tunnel under the Charles River, and will be installed in 1968. The project will be completed in late 1969 or early 1970.

An application is before HUD for assistance in purchasing 72 new cars (with an option on an extra 20); it's expected that bids will be out soon.

• **Cleveland.** Construction of the four-mile airport extension was delayed by a strike against the contractors. CTS officials are still hoping, though, to have the line in operation by the end of 1968.

• **Honolulu.** The Hawaii legislature approved and Governor John Burns signed enabling legislation empowering local cities and counties to sponsor bond issues to finance local transit systems.

The City and County of Honolulu are now sponsoring a feasibility study of a mass transit system for the state capital. ■

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Transit looms in Detroit planning

In the automotive center, they got along for years relying on highways alone to move people. But attitudes are changing.

The automobile capital of the world seems to be getting the transit message. Where once it seemed unthinkable that anything but superhighways would be built for traffic across the Detroit metropolitan area, now the pendulum is swinging the other way. Civic officials and planners are calling vocally for a transit solution to the problem of congestion.

Leading the chorus of transit boosters is Mayor Jerome P. Cavanagh. At the U.S. Conference of Mayors a year ago, Cavanagh told his fellow mayors, "We need a rapid transit system." At the conference this year, he complained of the lop-sided financing that favors highway construction at the expense of public transportation.

"Why," he asked, "should there be a difference between federal aid for highways and federal aid for mass transportation? I find it incongruous that a 90-10 formula exists for federal aid in the Interstate Highway Program, but that support drops to two-thirds federal, one-third local, for mass transportation improvements."

The Detroit mayor conceded that traffic congestion is "my home town's product," but warned that "automobiles will be with us in ever-increasing numbers."

Without some alternative, he predicted, "the motorists will continue to flood the freeways, clutter the streets, devour parking space, and generally contribute to congestion and disarray on the urban scene."

Cavanagh is now leading the fight for a better break from Washington for urban programs, and played a part in securing a pro-transit position on the part of the Mayors Conference.

His words may sound strange, coming from the chief political officer of the automobile mecca; no less strange may be the editorial the influential Detroit Free Press ran some months ago, criticizing the current highway user-tax philosophy, calling it "an outmoded idea that this money should be used exclusively for highway purposes."

"The world is changing," the editorial went on, "and so are the needs. The public's use of its money should not be strait-jacketed. If there is to be an increased tax on highway users . . . we are not at all convinced that more freeways are the primary public need to be served."

Regardless of local reactions to the user-tax argument, Detroit leaders are waking up to the fact that exclusive dependence on highways will not do the job.

Planning consultant Constantinos Doxiadis predicted that by year 2000, Greater Detroit would have a population of 15 million and be the center of a vast urban complex covering 23,000 sq. mi., reaching from Grand Rapids to Toledo, and linking up with similar complexes stretching from Chicago to Cleveland to Pittsburgh.

● **Detroit gets the point.** Irving J. Rubin, director of TALUS—the Detroit Regional Transportation and Land Use Study—says, "We have to have mass transit."

Going further, Rubin said, "Our position is that a balanced transportation system for this area must include a rapid transit component.

"Our definition of rapid transit is vehicles using an exclusive right of way; this could mean rail transit, or express buses on reserved lanes of freeways, or any of the exotic systems. We are not prepared to say exactly what we will need until our present studies are much further along."

TALUS is presently working on a regional plan. Alan Voorhees & Associates is doing modal split studies, Parsons, Brinckerhoff, Quade & Douglas did a short study indicating a range of transit factors.

● **Teletrans.** In addition, the city awarded a $137,000 contract to Stanford Research Institute for a feasibility study of Teletrans—an exotic system using small, two-passenger vehicles, programmed scheduling and powered by linear induction motors.

The system is now under development by American Airlines for baggage-handling purposes, and SRI's job will be to determine its adaptability for mass transit purposes.

● **Regional agency started.** In the meantime, the state legislature passed a bill to create a metropolitan transit authority which would bring together all bus systems in the six-county region in a single body.

The step is regarded as just a preliminary one; the new agency will probably become the springboard for overall transit planning.

What broad factors are likely to affect those plans?

According to Rubin—low population density, absence of topographical barriers on all sides but one, the excellence of the present traffic control system, and current plans for extensive additional freeway mileage ("Double what we have now by 1972").

The low population density of Detroit is acknowledged by Walter Douglas, senior partner, PBQ&D. "In the 'little' study we did, we confined ourselves to identifying general factors affecting transit. But it is true that the central business district is relatively small for a city that size. A lot of the employment is concentrated at the outlying automobile plants."

Does that mean reserved lanes for buses have a better chance of acceptance here than rail transit? Not necessarily: "Express buses may present problems," said Douglas. Also, a local demonstration of the concept was sponsored two years ago by HUD's predecessor, the HHFA, and was conceded to be less than a success.

In any case, nothing will be settled until the hard data are evaluated. Once that happens, local planners can be reasonably sure that civic leaders know what the stakes are. ■

Airport access: The role of transit

Air experts think transit can ease ground access congestion.

CLEVELAND: Aviation officials are enthusiastic over the transit extension to Hopkins Airport, which opens in 1968. Time in transit—22 minutes from the city center.

It may be tough, now, getting from the middle of a city out to the airport and back. But airline experts are warning—You ain't seen nuthin' yet.

Traffic jams of monumental proportions are almost sure to be in store for the air traveler trying to get to or from a ground destination. And the advent of jumbo jets and supersonic transports will make today's ground congestion look like a Sunday picnic by comparison.

A check by Railway Age of attitudes toward the problem among airline executives and government agency men turned up comments ranging from "It's going to be difficult" to "It's going to be a disaster" to "We're headed for a crisis."

Many of these air officials see mass transit as the way out. Some see a mix of different modes—transit being importantly one of them—acting to stave off the crisis. Practically all of them are keeping an anxious eye on plans now going forward for providing transit connections to airports.

With scarcely any exceptions, the industry leaders agree that exclusive dependence on the private automobile and limousine for ground access will soon be a hopeless cause.

Here's a sample of what airline men are saying: —William Patterson, chairman, United Airlines: "As fast as we build highways, they fill up. The transit development is going to be the greatest boon to our big metropolitan areas. I hope the Bay Area Rapid Transit District will provide a connection to the airport."

—William Crilly, senior vice president, planning — Eastern Airlines: "When the big planes start coming into service, ground transportation is going to be terrible. I don't know the economics of transit, but personally I feel it's got to come."

—Stuart G. Tipton, president, Air Transport Association: "Experiments with rapid transit and air alternatives to road service are under way and should be vigorously pursued."

● **What's the problem?** The ground-access problem has several dimensions. To begin with, air passenger traffic is climbing at a fantastic rate every year. Last year, the Port of New York Authority estimated, 28.5 million people passed through New York City's three major airports. This was a 10% increase over the year before, and close to double the figures for 1959.

The Air Transport Association figures that domestic U.S. passenger-miles will reach 300-400 billion in the next decade—up from under 100 billion last year.

But that's not all. The impending arrival on the scene of the jumbo jets and the SST's will bring a whole new set of logistical problems in their wake.

The new planes will be boarding 300-500 passengers apiece; three or four of them loading or unloading simultaneously would tie up any existing terminal in knots. Already, airline officials are talking of sums on the order of $6 billion that will be needed to completely revamp U.S. airports in the next decade.

At the same time, city and regional planners will be confronted with the nightmare logistics of getting high volumes of travelers at peak periods over already clogged highways.

● **Cleveland's answer.** A nightmare, that is, if no alternative were found. But Cleveland, for one, appears to have found it: The Cleveland Transit System's four-mile extension to Hopkins Airport will be in operation by the end of 1968—just in the nick of time for the arrival on the scene of the first jumbo jets in 1969.

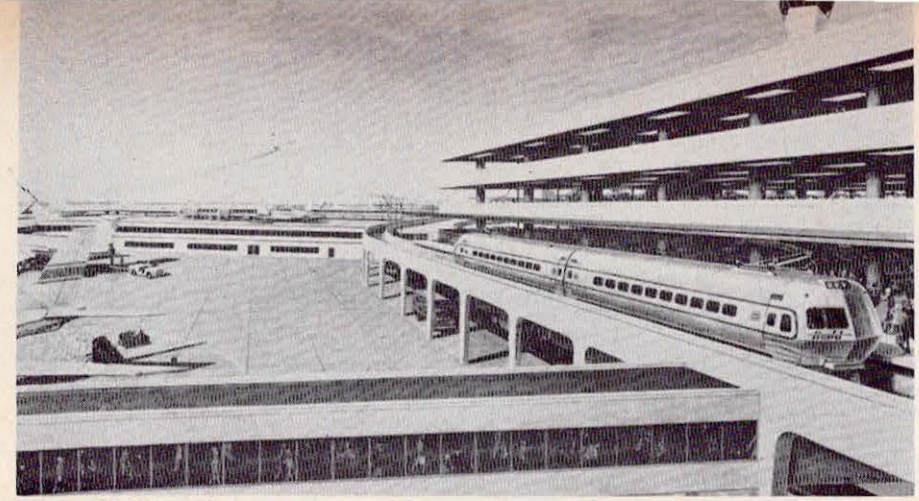
The CTS extension—a segment added to the western leg of the existing 15-mile line across town—will make it possible for travelers to board air-conditioned cars equipped with luggage racks, and for the price of a token, ride out directly to the airport from the center of the city or any other point on the transit system. What's more, movements of freight by container and of mail are being studied.

● **Airline men plug transit.** Interestingly enough, the biggest boosters of the idea are the airline experts.

Ralph Link, head of the Federal Aviation Administration's office in Cleveland, called this "The most forward step in tying two systems together in many a decade."

Oscar Bakke, FAA Eastern Regional Director, said, "Cleveland is indeed fortunate to be leading the nation with a rapid transit link from the air terminal to downtown."

"By 1975," Bakke predicted, "it will be absolutely impossible to continue the luxury of 1.2 passengers per surface



PHILADELPHIA: Two schemes for rail access to the airport are under consideration, one involving PRR and Reading trackage. Budd submitted a vehicle design proposal.

vehicle entering an airport. Access to air terminals will be possible only by some kind of public transit vehicle."

Bakke, who runs the Eastern region from New York, appeared to be commenting enviously on Cleveland's progress: He's been trying to persuade the Port of New York Authority to extend the PATH rapid transit line to Newark Airport and the general-aviation Teterboro (N.J.) Airport.

Present and planned surface travel facilities serving these airports, he warned, "will be completely deficient within the next five years."

The Port Authority is not convinced of the proposal's practicality, but in other areas is trying to come up with ideas of its own.

● **Hybrid vehicle experiment.** According to Roger Gilman, PONY's Director of Planning and Development, the Authority is studying the feasibility of a road-rail vehicle that could run between midtown Manhattan and Kennedy Airport.

The vehicle would have retractable steel wheels, use rubber tires to run on city streets—then switch to little-used trackage of the LIRR for part of the run out to the airfield.

Also in the New York area, the Metropolitan Commuter Transportation Authority is pushing studies of Calverton, Long Island, as a possible site for a fourth jetport to serve the area.

● **Rail-to-air commuters.** An important aspect of the Calverton site is that it lies adjacent to LIRR tracks leading to New York City, 70 miles away. With the new high-speed rail equipment that is going to be ordered, the idea is that trains running at up to 100 mph could link the city with the airport in less than an hour.

Elsewhere, two proposals were put forward for rail connections to Philadelphia International Airport.

One—for which financing is available and preliminary approval given—is for present trolleys serving southwest Philadelphia to be extended along an embankment right up to the terminal grounds. The service would be primarily local, with airport employees as the main traffic.

The other—more ambitious and now under detailed study — would be for utilization of existing PRR and Reading trackage in southwest Philadelphia to bring full-scale rapid transit service from PRR's 30th St. station directly to the air terminal. Budd submitted a "sky-rail" vehicle concept; there may be freight potential, too.

● **Plans a-plenty for the capital.** In Washington, plans for the coming subway include a spur out to Arlington, to serve the Pentagon. The cooperating Northern Virginia Transportation Commission is studying linking lines to this spur, one of them with a stop at Washington National Airport. The High Speed Ground Transport studies in the Department of Transportation also include consideration of a stop near the airport. Local planners for at least a year have been talking of getting some form of mass transportation to serve Dulles International Airport, possibly even an air cushion vehicle.

In Seattle, Baltimore and Atlanta, new transit systems are in the detailed design stage; all include provision for serving the main airports.

● **Foreign plans.** Overseas, Brussels and London have rail service to airports. The British government is pushing studies of new spurs to be added to British Railways and London Transport rail lines, to serve London's other major airport.

● **What about monorail?** The unhappy Tokyo experience with monorail is sometimes held up as "proof" that mass transit cannot do the ground-access job for air terminals. But in a leading U.S. business publication some months ago, the head of the Tokyo system acknowledged that poor management decisions rather than any limiting factor inherent in monorails themselves, dampened the Tokyo performance.

Minuses he listed were: A poorly situated downtown terminal; inconvenient transfer at the air terminal end from train to terminal concourse, high fare, and location of a superhighway directly parallel to the monorail.

Transit experts who doubt monorails' efficacy in normal intracity applications are willing to concede its potential for CBD-to-airport traffic, and air industry chiefs—UAL's Patterson and TWA President Charles Tillinghast among them—have repeatedly endorsed the monorail concept.

This is not to say, of course, that mass transit in any of its forms could or should do it all, or that airline men look upon it as a magic panacea.

According to an American Airlines official, "We took a check of origins and destinations at one place which showed that just 30% of the travelers were headed to or from the CBD."

That's the reason, he continued, why he thinks ground access by transit will be called for only "in rare instances."

Instead, he looks for a mix of as many modes as possible, transit being just one, along with air taxis, V/STOL aircraft, skycranes (under study in Los Angeles) and of course automobiles.

In view of the population explosion and the high growth rate of air traffic, many experts will agree with him.

Not all, however, go along with the modal splits he assumes—for instance the idea that few travelers are headed for the CBD. In Cleveland, the FAA office made a close study of CTS' new extension, and Link's deputy, Richard Farrell, said this:

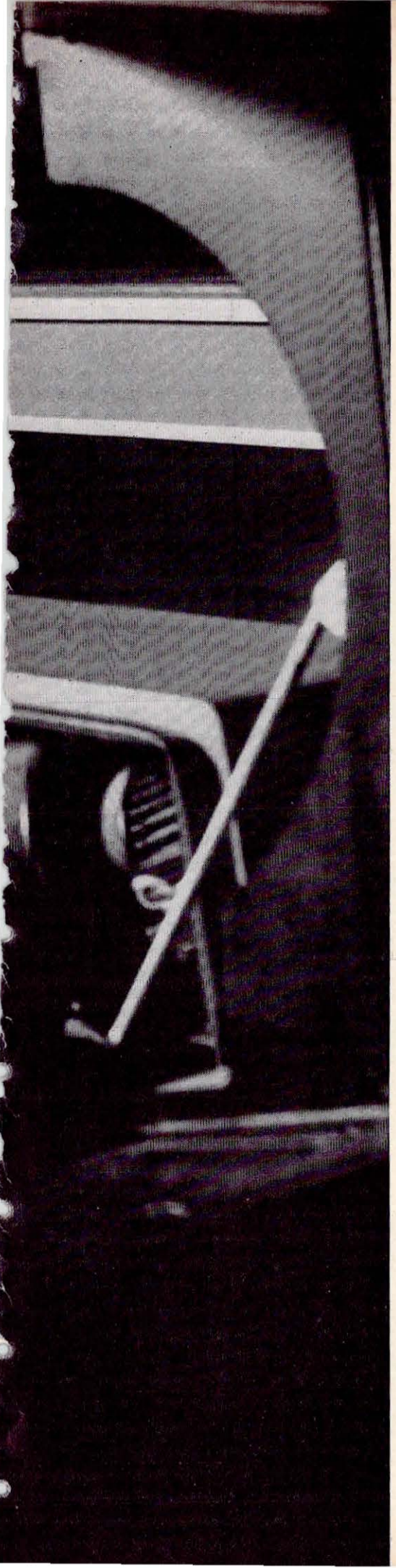
"The great majority of air travelers are business travelers. They rarely travel with heavy luggage—more often it's just a briefcase and possibly one big suitcase. By and large, they're headed downtown, either to an office or to a hotel, then to an office or maybe a plant on the outskirts of town."

This view is confirmed by a British Airports Authority survey, which found 64% of all passengers departing by air from London originate within a five-mile radius of Victoria Station, in the heart of the city.

As far as the other modes go, each will have its value, but sometimes the very thing that makes them valuable is also a drawback. Air taxis, for instance, have boomed in recent years, with certificated planes in this type of service climbing from 72 to over 500 in just the past three years. The result: They're one of the biggest causes of landing strip congestion.

Air cushion vehicles? A report to the Department of Housing and Urban Development on its "Jet skimmer" demonstration project was unenthusiastic.

(Continued on page 63)



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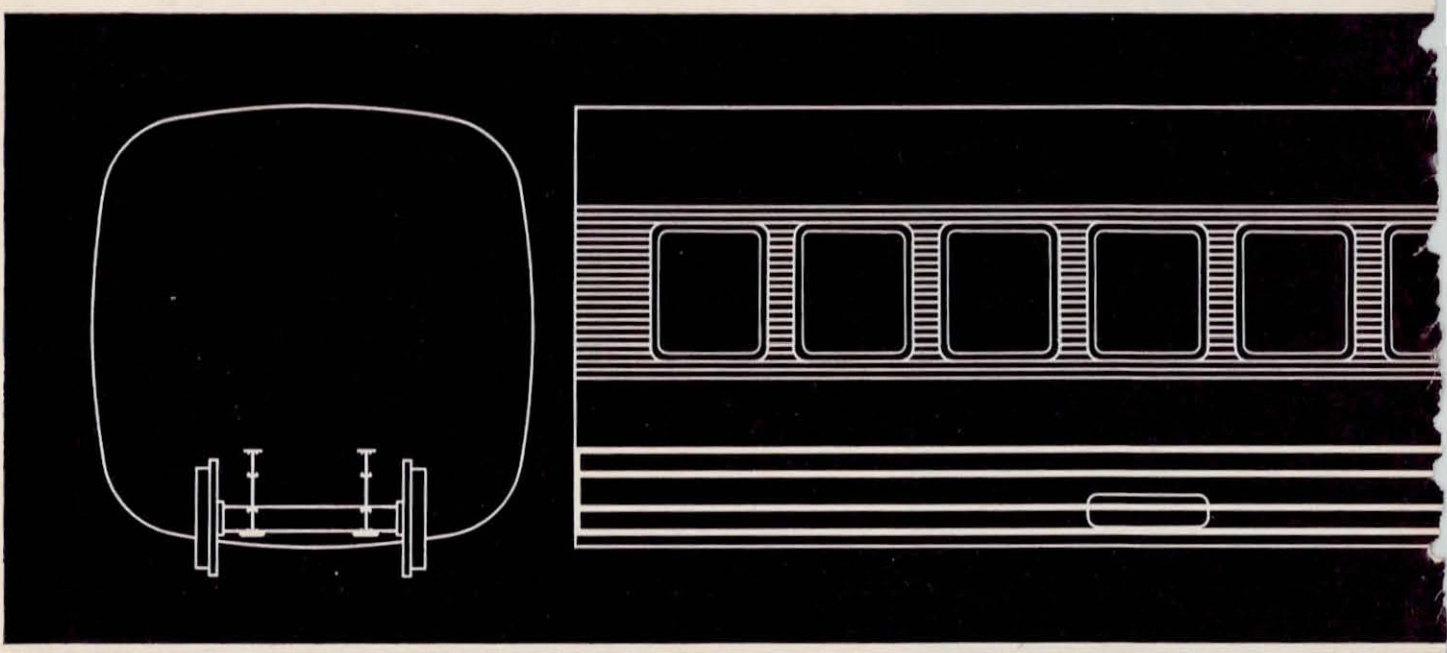

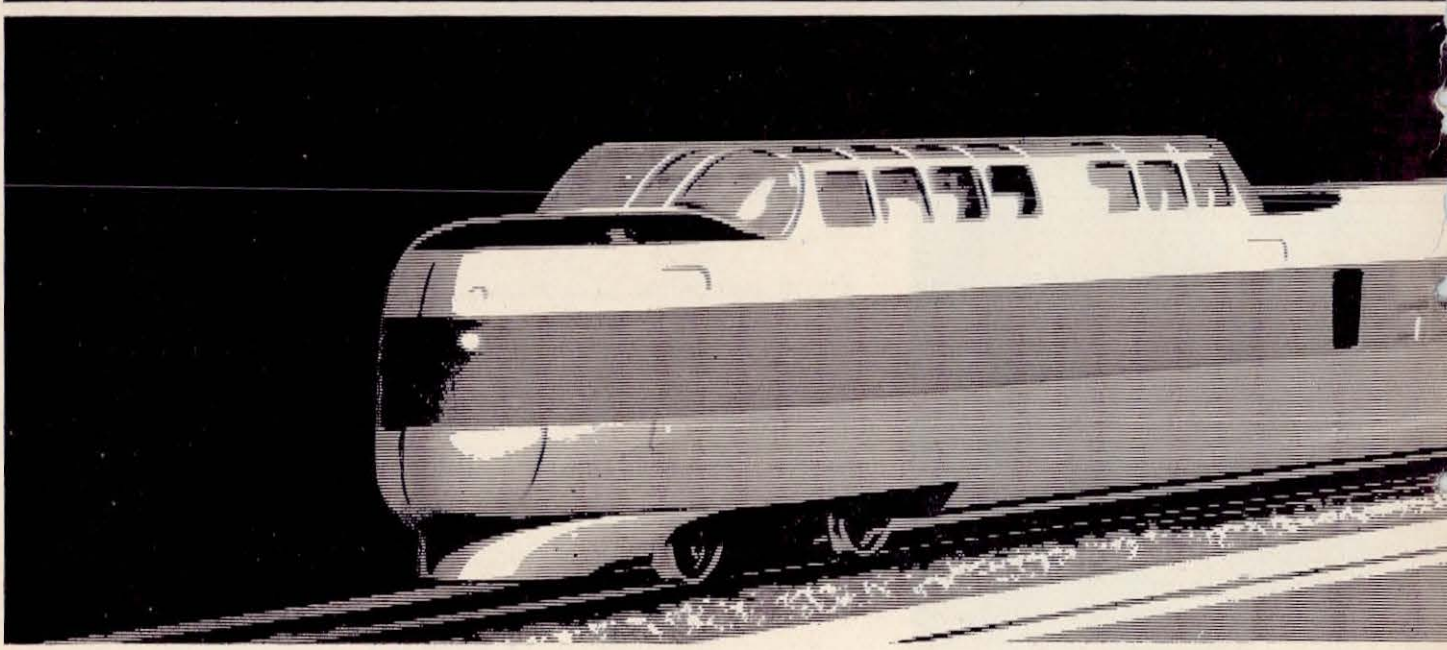

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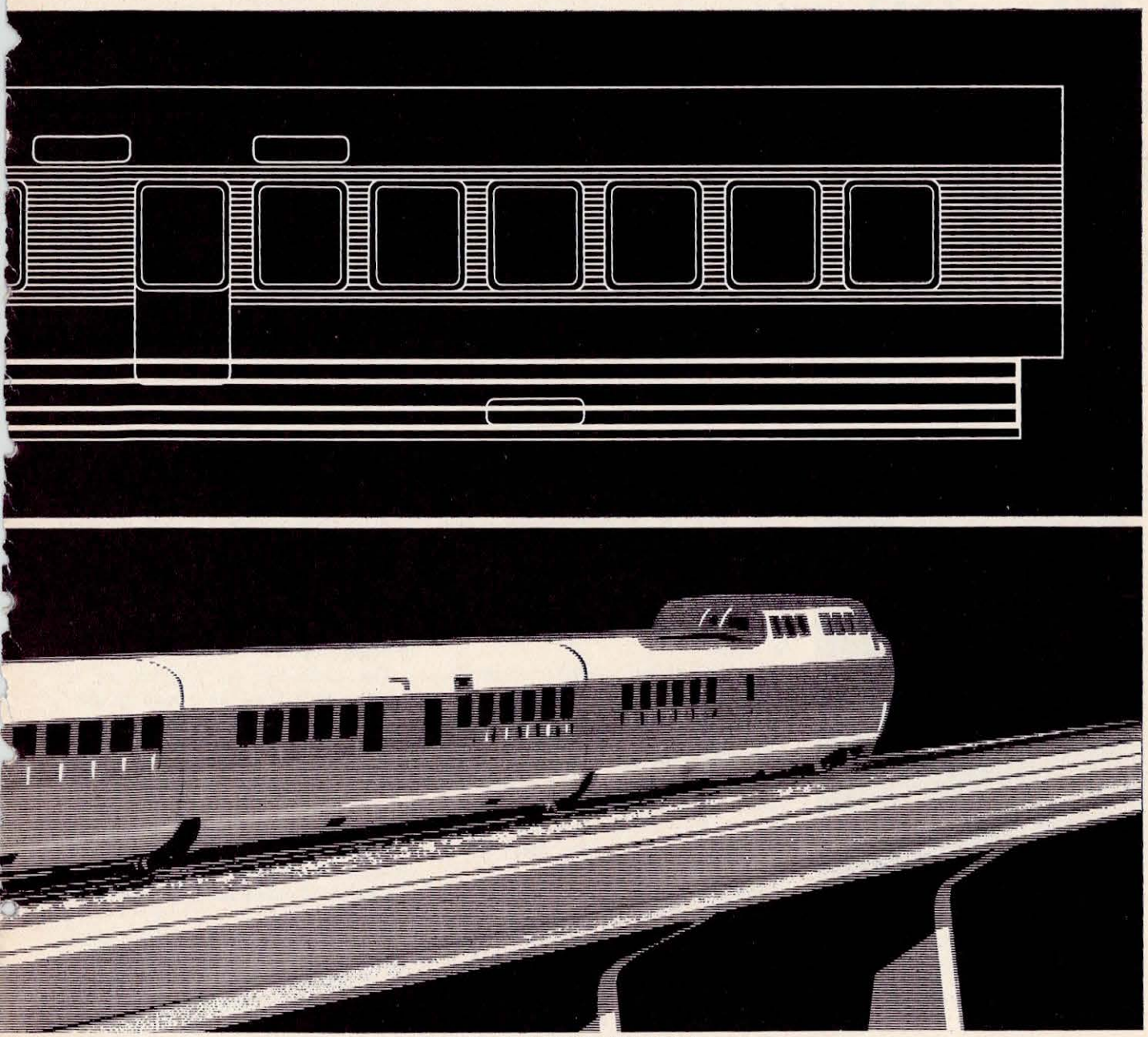

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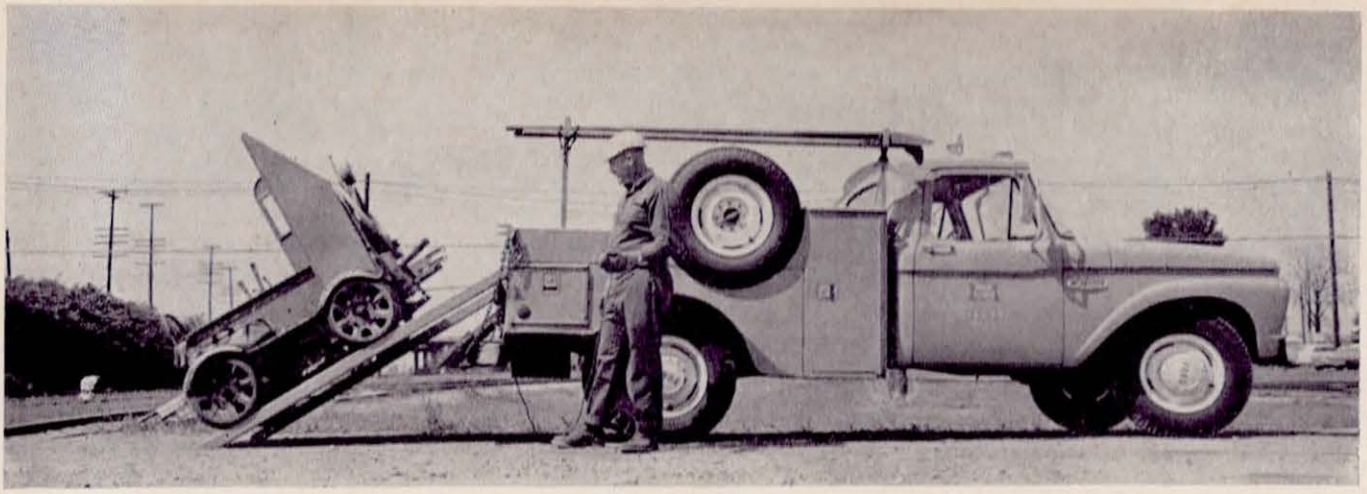


HIGHWAY EQUIPMENT is being used by railroads in increasingly greater quantities. Particularly in the maintenance area is the trend significant: M/W gangs cover more territory than ever before and off-track vehicles help them do it. Here, a Rock Island section lineman unloads a track motor car from a car-carrier equipped with winch and 12-ft A frame.

Why RR off-track fleets get bigger

New group plans guidelines for railroad highway equipment.

FIRST PRESIDENT of the new Railway Automotive Management Association is Del C. Gerstenberger (seated), automotive fleet manager-system, Rock Island. With him is F. H. Smith, assistant engineer, Santa Fe, and public relations man for RAMA.

Until the 1960s, railroads didn't figuge for much when a marketing man in the automotive industry looked at his prospects. But times have changed, and so have railroads. Today, railroads rank as major fleet operators—and the title of automotive fleet manager is more and more finding its way into the hierarchy of railroad supervision.

• **Now — an association.** Fleet-size figures give one measure of the importance now being placed on these jobs. So, now, does the organization of a formal association of railroad automotive managers—an association which, like the also-new-but-totally-unrelated National Railroad Piggyback Association, comes into being with few preconceived principles and lots of room for expression.

The outfit known as RAMA—the Railway Automotive Management Association—was set up late last year. Already, it has drawn membership from more than a dozen-and-a-half roads which, together, operate automotive equipment valued at about $150 million. Two quarterly meetings have already been held; a third discussion session is scheduled for July 24-25 in St. Louis.

RAMA's roster covers the country—and it covers the railroads, with individual representatives of a variety of departments from P&S to M/W.

• **Where the action is.** Customarily, the fleet-management job has been assigned to a supervisor in a major using department — usually engineering or operating. Now, however, there seems to be greater consideration given to putting the whole ball of wax in the hands of a supervisor in the purchases and stores area. And, perhaps, significantly, the first president of RAMA is Del C. Gerstenberger, automotive fleet manager-system for Rock Island, who took over the new spot in RI's P&S department last year.

Wherever he's been located, however, the automotive manager has been pretty much on his own—acting as design engineer, maintenance specialist, equipment-use supervisor and, sometimes, purchasing agent. One of RAMA's goals is to provide the means for a concerted approach to the many problems confronting the railroad men who deal with highway vehicles.

Every association sets up committees —but RAMA's are few, and they're specifically designed to hit the areas where the problems seem greatest. Only five groups have been set up—on common nomenclature, maintenance practices, finance, design and legal aspects.

One of the first projects involves a simple matter of language—getting railroaders familiar with the jargon of the automotive industry, and vice versa.

• **Volume-designs possible?** Also under way is a study of the types of vehicles most commonly used by railroads. Most of this equipment now must be custom-built, or custom-tailored, for railroad use—and it's RAMA's hope that the studies can lead to development of common designs which could be mass-produced at lower cost.

The committee on maintenance is working on a from-the-ground-up program, aimed at helping the men who actually operate the automotive equipment to develop a comprehensive and effective maintenance program. Service dependability is one target, of course. But RAMA officers also point out that "we can lengthen the service life and increase the trade-in value of a vehicle if a standard maintenance procedure is adopted."

While all this is going on, the RAMA finance committee is exploring a number of subjects—including the use of data-processing equipment in fleet management and the compiling of informa-

tion on a best-equipment-at-lowest-cost basis. The design committee is working on a survey of specialized-equipment needs. And the legal-aspects group is staying on top of local, state and federal regulations on motor-vehicle operation.

● **Why RAMA?** A number of factors can be cited as reasons for RAMA's organization. But the key factor, probably, is the simple fact of need: Railroads are making far more use than ever before of both public highways and their own private roads (built, in many cases, when CTC installation made possible the taking up of second main track). Automobile fleets are growing at a rapid rate—one western road, for instance, had about twice as many vehicles on its roster last year as it had two years before. And as the fleets grow, so do the problems.

Among the roads now represented in RAMA are Rock Island, Chesapeake & Ohio/Baltimore & Ohio, Missouri Pacific, Louisville & Nashville, Santa Fe, Great Northern, Milwaukee, Seaboard Air Line, Southern Pacific, Burlington, Kansas City Southern, Chicago & North Western, Northern Pacific, Reading, Frisco and New York Central. Several other roads are expected to come in in the near future.

Member-road representatives elected to head the new association, besides Gerstenberger, are L. A. Hunt, manager-motor vehicles bureau, C&O/B&O, vice president; Chester Miller, superintendent-automotive equipment, Milwaukee, secretary; C. J. Bryan, superintendent-auto and work equipment, Burlington, treasurer. F. H. Smith, assistant engineer, Santa Fe, has been appointed public relations officer.

On the executive committee are Gerstenberger, Hunt, Miller, Bryan, and W. H. Weymouth, assistant general purchasing agent, Santa Fe; G. L. Zipperian, supervisor-work equipment, Great Northern; and J. O. Elliot, manager of work equipment, Frisco.

● **Potential looks good.** RAMA may have quite a future. For one thing, its major-road membership has come along with just one recruiting attempt, a letter to operating and/or engineering vice presidents with a suggestion that the RAMA proposal might be passed along, with recommendations, to automotive-fleet managers. For another, roads already in the association are spending about $25 million a year for automotive equipment, and may quite likely be spending more in the future. That's a lot of money for rubber-tired (mostly) vehicles—and the buyers and operators want to make sure that (a) they get the most for their money in the first place, and (b) they use the equipment to its maximum potential. RAMA's hoping it can help out with both (a) and (b). ■

LUTHER MILLER

AS THE EDITOR SEES IT...

THE LONG, LONG VIEW—Jim Michaels, the editor of Forbes, made a rather chilling observation in his recent speech to railroad public relations men at White Sulphur Springs. Forbes is observing its 50th anniversary, and out of curiosity did some checking on those companies that were the "hundred biggest" the year the magazine was founded, 1917.

Twenty-five of those 100 firms are no longer in business; and in nearly every case, the 25 that perished had a product in their name—for example, Central Leather Co., Baldwin Locomotive Works.

Michaels was underscoring a point that had been made more explicitly on the same platform by Federal Railroad Administrator A. Scheffer Lang. Lang grumbled that the railroads were more railroad-oriented than transportation-oriented.

Neither of these excellent speakers made the point—though they should have—that railroads are caught up in a tangle of hoary laws that effectively prevent their becoming transportation companies in the truest sense. They haven't got the freedom enjoyed by most railway systems in the world to go into the airline or the trucking or the barge-line business.

ACCENTUATING THE POSSIBLE—Railroads can, however, go a long way toward achieving the same objectives by taking the lead in promoting more and more inter-modal coordination—and they are moving in that direction. The fact that the merged Penn-Central intends to call itself the Pennsylvania New York Central Transportation Company is one of many healthy signs.

Remember that great, shocking Burlington ad last year? "Lou Menk says railroads should get out of the railroad business." His point: Railroads are in the *distribution* business.

Railway Age not long ago changed its own logo from "Railway Age Weekly" to "Railway Age, The Transportation Weekly"—because we can't any longer report fully what railroads are up to without reporting on airlines and trucking lines as well.

HOW ABOUT 1955?—The richest segments of the transportation industry certainly aren't wedded to their present product lines. The automobile manufacturers are far from convinced that the last half century of four-wheels-on-concrete prosperity will necessarily be repeated in the next half century. Both General Motors and Ford have teams studying far-out, exotic concepts that could make today's automobiles as obsolete as the ox-cart.

GM's youthful transportation research director, William Spreitzer, was recently quoted as saying, "If the balance of transportation is going to change, we want to know what the new balance will be. I'm going to retire in 1993 and I want GM to be prosperous then."

Scheff Lang won't reach retirement age until 1995. Maybe that explains why he keeps harping on that "tomorrow" theme—and why he told an Indiana audience the other day that anybody who doesn't think the railroad industry is going anywhere "ought to get the bloody hell out of it."

"RAILROADS UNLIMITED!"—We suggest that those who think that railroads already have one foot in the junkyard take a long, hard look at a handsome, 36-page booklet called "Railroads Unlimited!" and sub-titled, "America's Modern Transportation Miracle," just published by the AAR.

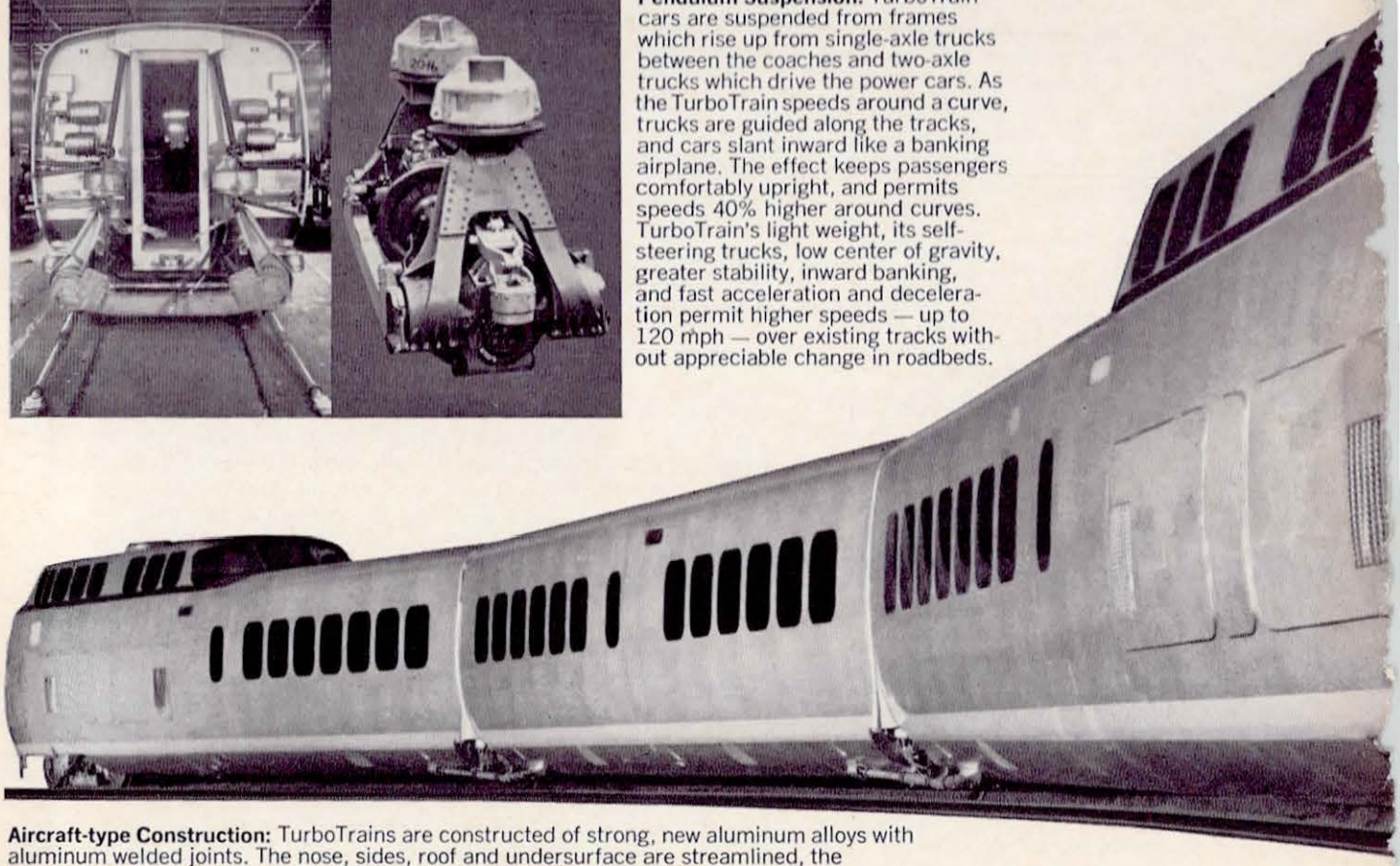
It not only describes, in excellent text and photos, what's going on today, but looks to the time when today's freight loads will double, then quadruple.

The AAR's book is intended primarily for non-railroaders. It might also be an eye-opener to a lot of railroad men themselves. Including some in the executive suites.

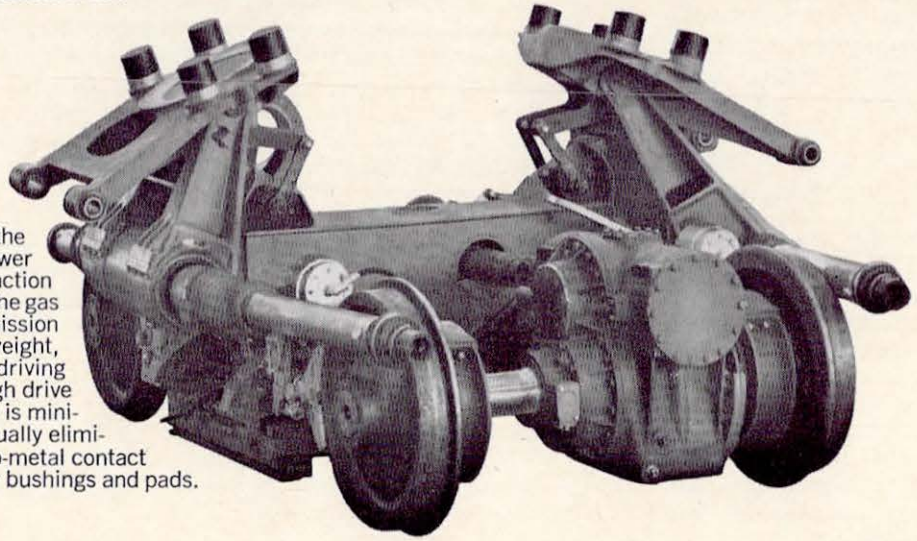
Aerospace technology starts TurboTrains down the tracks.

Brand-new TurboTrains designed by United Aircraft will speed rail passengers between Boston and New York and between Montreal and Toronto. Passengers will find both trips quieter, smoother and one hour shorter than before. Railroads will find TurboTrains more economical to operate because of greater utilization, less time lost in switching, and reduced maintenance. The U.S. Department of Transportation and the Canadian National Railways usher in a new era of high-speed, comfortable intercity travel.

Pendulum Suspension: TurboTrain cars are suspended from frames which rise up from single-axle trucks between the coaches and two-axle trucks which drive the power cars. As the TurboTrain speeds around a curve, trucks are guided along the tracks, and cars slant inward like a banking airplane. The effect keeps passengers comfortably upright, and permits speeds 40% higher around curves. TurboTrain's light weight, its self-steering trucks, low center of gravity, greater stability, inward banking, and fast acceleration and deceleration permit higher speeds — up to 120 mph — over existing tracks without appreciable change in roadbeds.

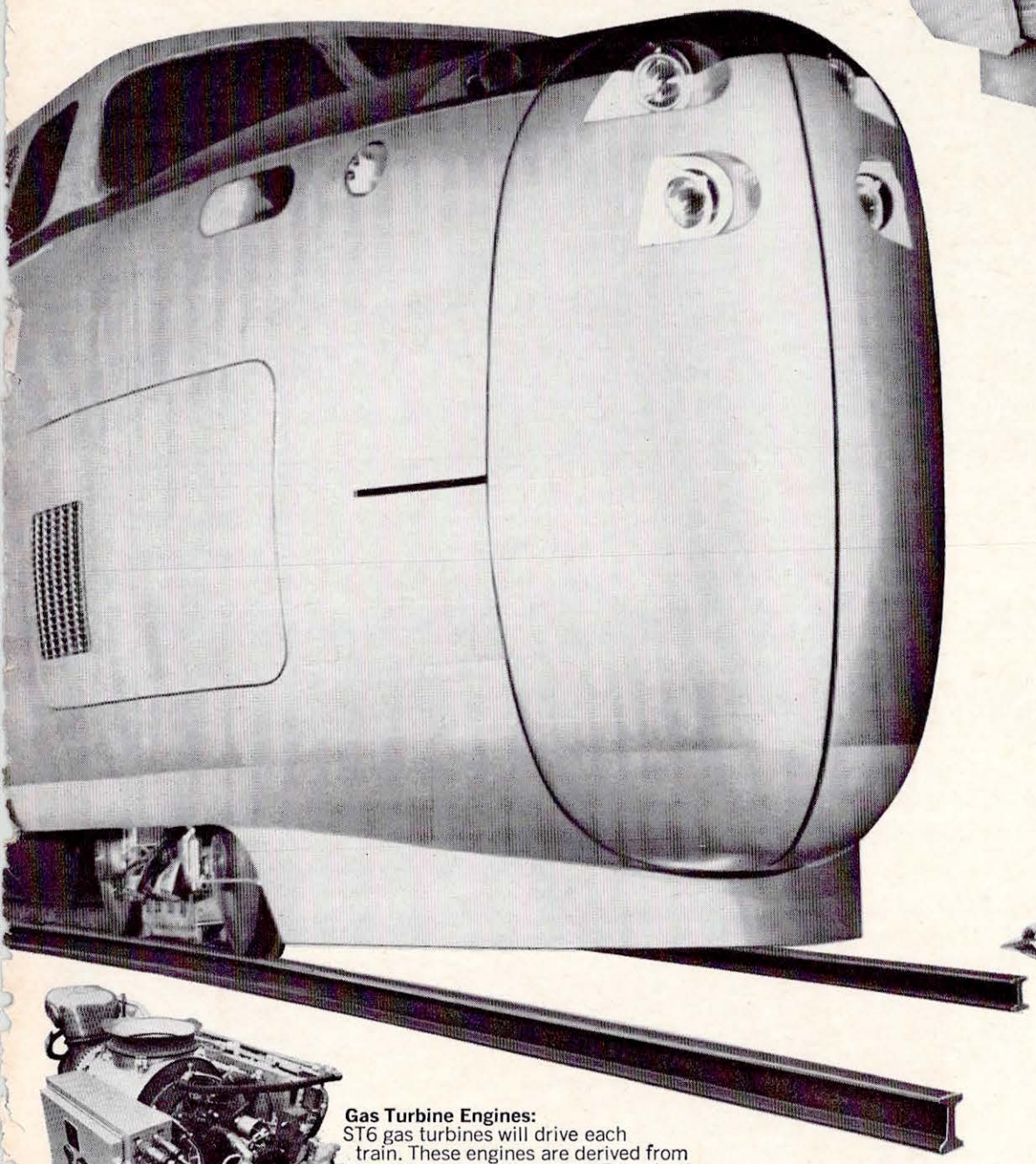


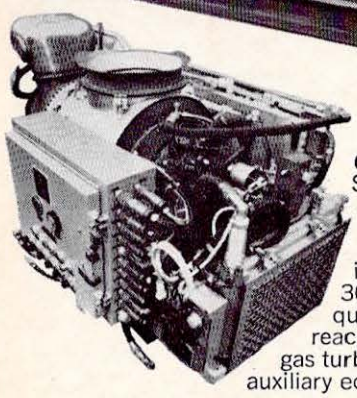
Aircraft-type Construction: TurboTrains are constructed of strong, new aluminum alloys with aluminum welded joints. The nose, sides, roof and undersurface are streamlined, the aluminum skin is smooth, and the tinted glass windows are flush. TurboTrains weigh less than half as much as comparable diesel trains, and require less body maintenance.



Power Trucks: At the forward end of each power dome car is a two-axle traction truck linked directly to the gas turbines. The transmission is a simple, lightweight, geared arrangement driving each axle through drive shafts. Noise is minimized by virtually eliminating all metal-to-metal contact with rubber bushings and pads.

Passenger Comfort: Much like jet airliners, TurboTrains will have individual, wide reclining seats, carpeting and draperies, air-conditioning, soft indirect lighting, and individual reading lights. Slight pressurization will keep out dirt, noise, heat and cold. Club car passengers will be served refreshments and meals at their seats.





Gas Turbine Engines: ST6 gas turbines will drive each train. These engines are derived from Pratt & Whitney Aircraft's PT6, a design proved in aircraft, helicopters, marine and industrial applications. Each engine weighs 300 pounds, delivers up to 550 hp, starts quickly even at 60 degrees below zero, and reaches full power in half a minute. Another gas turbine provides electrical power for auxiliary equipment.

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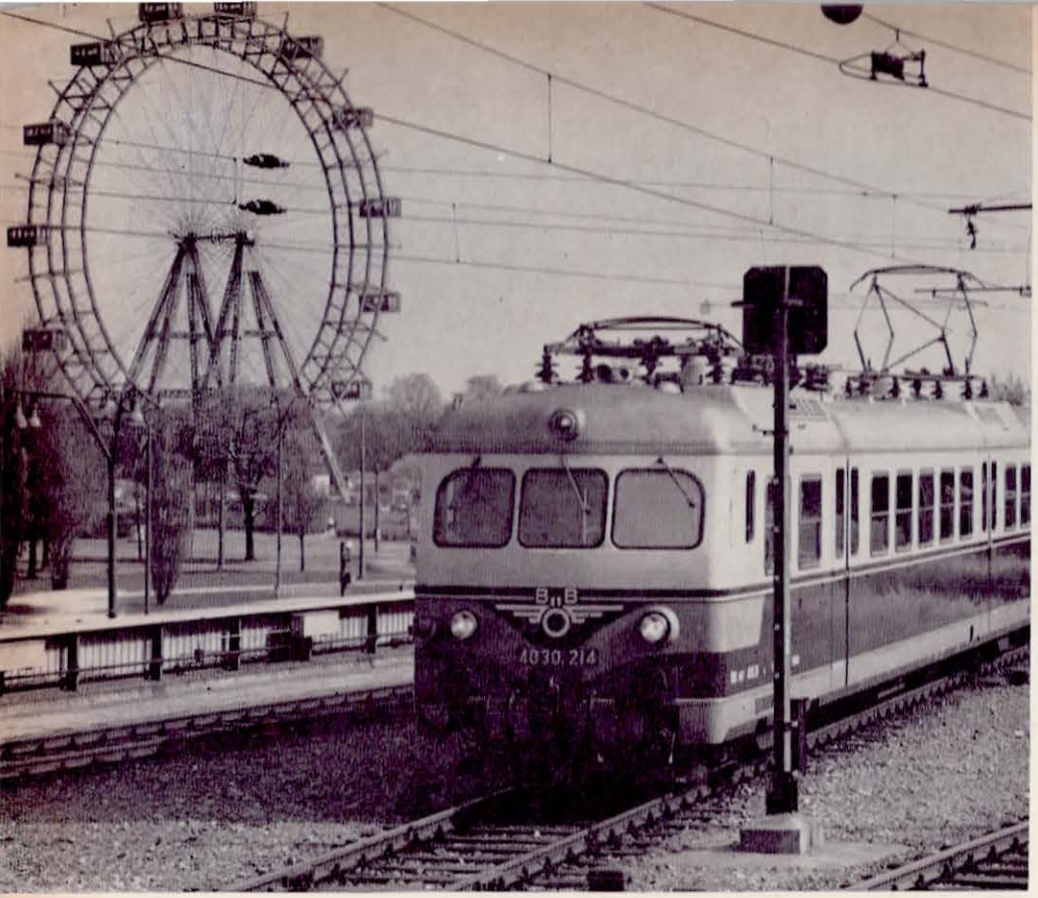

'THIRD MAN' A COMMUTER? Suburban services curve in close by the Prater wheel, offer in-town service that will tie in with the coming system.

Vienna gets ready for rapid transit

Plans being drawn up for a 93-mile system call for upgrading of existing tram lines, also construction of new lines.

Vienna, as the song goes, is the city of people's dreams. But the local planners are faced with some urban congestion problems in the nightmare category. That's why they've decided to build a 93-mile rapid transit system as the key to their future transport needs.

The Austrian capital is no stranger to mass transportation of other types. There is a large surface tramway network, a separate 10-mile tram network of which four miles is underground, and buses. In addition, the Austrian Federal Railways since 1956 have been helping out with close-in rail commuter service. A 100-year-old connecting line across the metropolitan region was electrified and updated, and although it does not serve the CBD directly, it has proved to be immensely successful. Three- and six-car m-u sets run here under high-voltage overhead lines.

But the congestion headache was multiplied by the vastly growing number of automobiles. At first, it was thought in some quarters that relatively minor upgrading of the underground tram system was the answer. But the city traffic planning department applied modern systems analysis techniques to their traffic studies, and determined that such a solution would not even cope with the congestion in the immediate future—let alone handle the anticipated traffic explosion.

● **Rails are needed.** That's when the talk shifted to full-scale rapid transit. It was decided to change over the existing underground tram system from overhead catenary to third rail, and to build about 12 additional miles of underground line below the densely populated inner city. Also, a one-mile stretch of underground that was built between 1963 and 1966 for trams will be upgraded and integrated with the new rail transit network.

All of these schemes constitute the first phase of Vienna's master plan for rapid transit construction. Work in this phase is scheduled to be accomplished over the next 12 years, and estimated to cost $232 million.

In later phases, the system will gradually take on the shape of spokes in a wheel, with seven main lines. One of these lines will divide into three spurs, another into two, and a third line will curve around to meet still another line, thus forming a belt or circle line around the CBD. Hub of the system will be the multi-level station at Stephansplatz downtown.

Complementing this network, the state railways will extend their own commuter operations.

A number of basic engineering decisions concerning the new network have already been made. Though Austrian engineers would prefer to use an improved cut-and-cover method (as on a recently opened short section of underground tram line), many sections under the inner city will have to be built as twin tube tunnels. These will be driven by shields with hydraulic rotary cutters, a system not used before in Austria.

Tracks will be ballasted and laid with 85-lb continuous welded rails of a Swiss type set on timber cross-ties.

● **Signaling choices.** Three types of signaling are under consideration. They are (1) cab signaling with full control by the motorman; (2) automatic velocity control as used on the New Tokaido Line in Japan; (3) computer controlled operation.

Whichever system is selected, however, it will be installed with the intention of gearing the network eventually for automatic train operation.

Twin-car units will be used, with capacity for coupling up units at peak traffic periods. The cars will have either lightweight steel or aluminum bodies, have an over-all length of 60 feet, width of 10 feet, and a height of 11.4 feet. Capacity will be 98 seated and 380 standing passengers. At peak periods each set of three twin units will have a capacity of 1,430 passengers.

● **Capacity will soar.** As city planners pointed out, at two-minute headways this will mean a maximum capacity of 42,000 riders per hour per track—compared with about 2,400 riders per hour in private automobiles on the city streets.

Power will be drawn from the municipal supply, converted to 700-volt dc by stationary rectifiers, and collected from the third rail. All axles will be driving axles, powered by 200 kw motors. Maximum speed will be 50 mph, average speed 20 mph. ■

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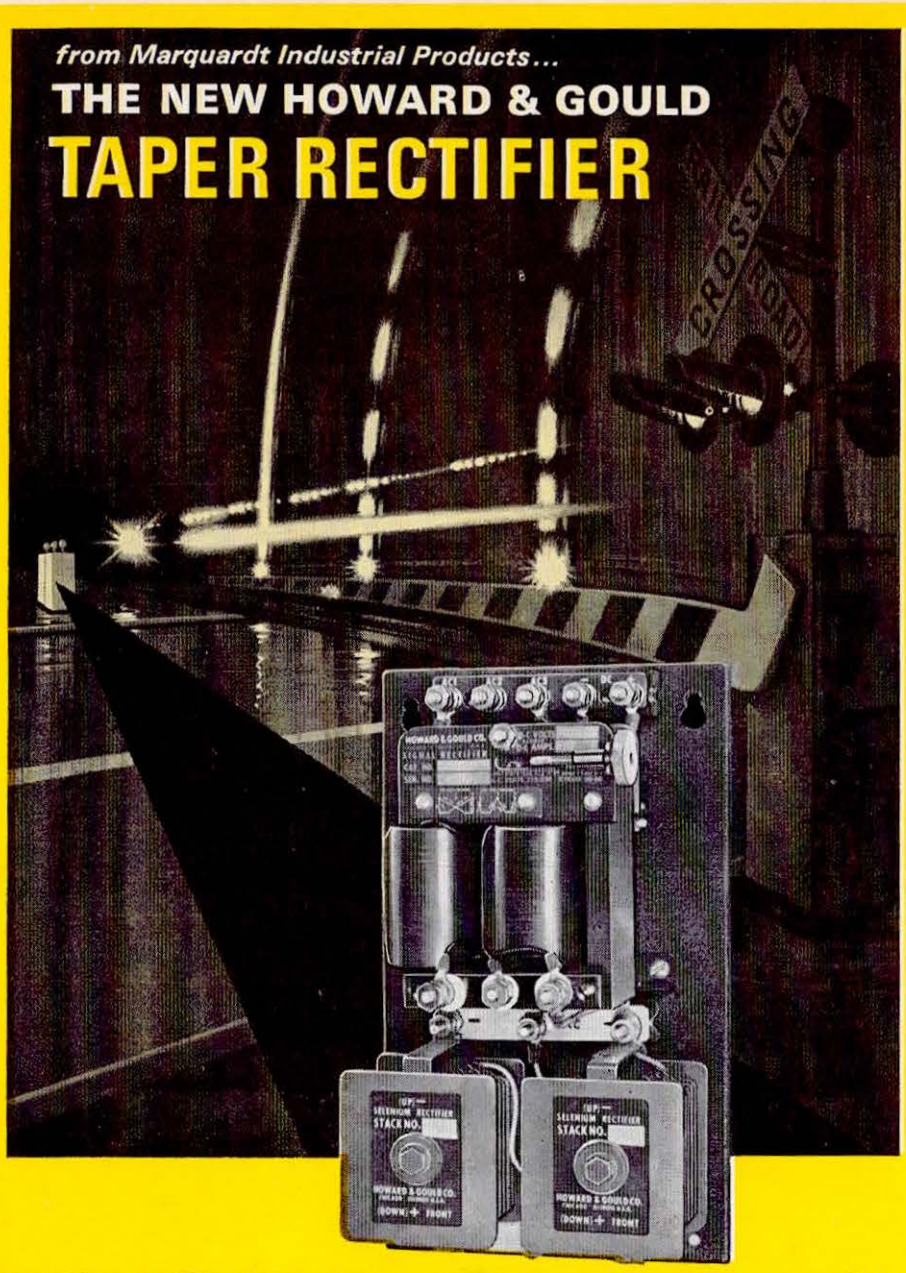

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Big freight cars: A major problem for Mechanical Division

While high-capacity freight cars may be a boon in marketing, more refinement is needed so they will operate successfully.

Sizeable problems, literally, were the major concern of the recent meeting of the AAR Mechanical Division in Chicago. For two days the limited business session devoted much of its attention to the long, high, heavy rolling stock which railroads have been introducing.

Actions of the Division's General Committee and Car Construction Committee served to put a virtual moratorium on further increases both in the length and weight of freight cars until there is some resolution of the problems which have developed with the biggest cars already operating.

● **Centennial celebration.** Marked on June 27 was the 100th anniversary of the founding of the Master Car Builders' Association, pioneer coordinating group in the entire railroad industry and the major predecessor of today's AAR Mechanical Division (RA, June 26, p. 36). T.M. Goodfellow, new AAR president, observed that not only mechanical officers, but everyone else in railroading may have become "so accustomed to change that there has been a loss of perspective and sense of excitement about railroads." He pointed out that the Mechanical Division has been a major contributor to today's bullish railway outlook.

The AAR Mechanical Division and groups from other AAR departments are today devoting much effort to the quandary produced by freight cars of great length and heavy axle loads. Early this year the AAR Board of Directors acted to recommend that railroads should not offer, nor receive in interchange, new or rebuilt cars exceeding 98 feet 4 inches in length.

● **The lateral problem.** The major problem has been the excessive lateral forces which are developed on curves by long cars when under high drawbar pull or heavy buffing forces. The AAR Research Department has shown that wheel lift resulting under high lateral can be controlled when 60-inch couplers are used on 85- and 89-foot cars. This reduces lateral at the flange by about 25% compared with the force developed when these cars are fitted with the 43-inch couplers that have been used on many of them. The Mechanical Division is acting to require such couplers on new equipment.

The Research group has developed a coupler with an effective length of about 100 inches. AAR is about to undertake a cooperative investigation of this arrangement with the Southern Pacific under severe service conditions.

● **No weight increase now.** There has been pressure to raise the gross rail load for four-axle freight cars in unrestricted interchange from the present 263,000 pounds. Investigated was the possibility that 315,000 pounds might be an acceptable limit. Study by the Mechanical and Engineering Divisions indicates that the present 65,750-pound-per-axle limit (263,000 pounds on four axles) should not be exceeded "as a large number of railroads would find it necessary to transfer such loads at interchange points."

Individual clearance

It was explained that, as railroads increase their load-carrying capacity through the installation of heavier rail and changes in structures to permit operation of heavy four-axle cars, they can then give individual clearance for the use of such equipment. The 263,000-pound limit and other criteria relating total track load with wheel spacing wheel size and axle size are being submitted for Mechanical Division letter-ballot approval.

● **Bigger locomotives.** The trend to larger cars is being matched by a trend to bigger locomotives. The Locomotive Committee pointed out that its survey showed in 1967 the same number of models available for domestic road service as in 1966. While there are still 18 different types offered by Alco, Electro-Motive and General Electric, there have been changes in power ratings and wheel arrangements.

First public revelation of the design of a six-axle, 3,600-horsepower general-purpose unit by Alco Products—the Century 636—appeared in the Locomotive Committee report. Alco's previous top rating was 3,000 horsepower. General Electric is now producing its four- and six-axle U series with 3,000-horsepower ratings, up from last year's 2,800 horsepower.

● **More six-axle units.** The Committee noted that, while there has been no increase in the number of locomotive models offered by builders, eleven of the eighteen are now six-axle type. In 1966 there were only eight six-axle models. During 1966 there were seven models with a-c/d-c transmissions; in 1967 there are eleven. The range of power ratings available from single-engine units is from 2,750 to 3,600 horsepower.

The freight-car-journal performance of 1,693,573 miles per hotbox set off achieved in 1966, up from 1,377,990 in 1965, was, according to the General Committee, largely due to the improved conditions of plain-bearing lubricating devices. The Division is taking a series of steps to assure that the journal stabilization required in the boxes of new and rebuilt freight cars not fitted with roller bearings will be properly maintained.

● **Roller-bearing outlook.** The steady increase in roller-bearing installations continues. The Committee on Journal Roller Bearings reported that 85,484 new freight cars—86% of all those built—were equipped with roller bearings in 1966. This was up from 86.1% of all new cars built in 1965. In the North American fleet at the end of 1966 there were 276,920 railroad-owned and 90,544 privately owned freight cars fitted with roller bearings.

The Roller Bearing Committee pointed out that current discussions are attempting to develop whether there should be additional guide lines on internal inspections of bearing components under high-mileage cars. A system for identifying bearings which have been in high-mileage service was called "desirable" but has not yet been developed. While today's roller bearing is capable of operating through the life of a typical multiple-wear wheel set under freight cars, a problem arises if this bearing, after inspection, is installed on another new wheel set where it would probably be expected to operate for another full-service interval.

R. Byrne, director of mechanical research at the AAR Research Center, reported that field testing of three competitive automatic car identification (ACI) systems on the Pennsylvania at Spruce Creek, Pa. (RA, Jan. 23, p. 18), was completed recently. Added work on these under poor weather conditions is now progressing at the AAR laboratory. A report on the entire appraisal is expected to be ready late this year. ■

Grotz hits 'archaic notions of private enterprise'

Superintendents hear WM chief call for a new rail approach.

Rails must stand in the same government breadline that has made their competitors healthy. Without a management turnabout toward federal aid, the railroad industry will languish as a "giant weak from undernourishment." This ultimatum was delivered last week by W. Arthur Grotz, Western Maryland president, during the American Association of Railroad Superintendents annual meeting in Chicago.

"Let us stop hiding our heads in the sand of archaic notions of private enterprise free of all association with government. . . . Let us wake up to the fact that the privately owned truck lines, air lines, and water carriers are achieving notable growth and profit, largely by reason of government expenditures," Grotz said in a June 28 annual luncheon address.

● **Billions of dollars.** To meet dependably the speed and load requirements of the 20th Century's last quarter, railroads will need "cash in the billions." It won't come from mergers, state governments, or prospective earnings, he warned. "The nourishment needed to restore the railroad giant to health cannot be found short of a revolution in our concepts of private enterprise and of its relationship to government."

Revolution won't come easy, he said. "The very term signifies upset and stubborn opposition by traditionalists, within and without the railroad ranks. But revolution succeeds with profound commitment."

● **Sale and leaseback.** The mechanics of that commitment would consist of a common financial transaction called sale and leaseback of property. Grotz proposed that the federal government purchase all track, track structures, signals and related fixtures and then lease them back to the railroads for operation and maintenance. Improvements would be government-financed, and rentals would be adjusted accordingly.

The commitment also would include use of sale proceeds by railroads to obtain releases from mortgages and other financial encumbrances; to refund or otherwise meet and anticipate debt requirements; to upgrade track and equipment, including replacement of track joints with welds; and to modernize or replace cars, engines, track machinery, and car and engine shops.

The WM president called such federal aid a dramatic strengthening of railroad investment rather than a partial liquidation of it. However, he said it's a strengthening safe from government control. "I suggest that government financing of all rights of way, not merely the rights of way of highway, air and water competitors of the railroads, has a ring of common sense, that it is not nearly so fraught with possibilities of government takeover as is continued weakness of the rails. I submit that it is more attractive than the establishment of a government agency to acquire and lease to the railroads vast amounts of rolling stock . . ."

● **Tax on motor vehicle fuels.** To support federal borrowing for sale and leaseback, Grotz proposed a tax of a fraction of a cent per gallon on motor vehicle fuels. This could be implemented after 1972 when the Interstate Highway Program with its two cents-per-gallon extra expires, he said.

"While the importance of highways is not to be gain-said, public realization that railroads will also be important and must be preserved and strengthened has gained much ground since the passage of the Interstate Highway Act in 1956," he said.

Compared with the $50-billion highway program, the St. Lawrence Seaway, and new airports and air freight terminals, government-financed rail projects such as the Northeast Corridor Project are "just drops in the bucket," Grotz said.

He pointed out that railroad net income before federal taxes has dropped 19% since 1955. It has dropped in a 56.8% ratio to the Gross National Product which nearly doubled in the same period. Working capital has decreased by 50% since 1955 as rails' capital expenditures amounted to $13.5 billion and funded debt increased by $710 million.

● **The public relations job.** In an opening address June 27, Thomas M. Goodfellow, new president of the American Association of Railroads, gave the superintendents a big public relations job. He said they must sound the positive notes of railroading to balance the negative noise from merger hearings, train abandonments, labor disputes, and rate cases. "This is a role you play and which you cannot escape even if you wanted to. To your friends and neighbors, *you* represent the railroads. What *you* do and what *you* say about this industry shapes what *they* think and say," he said.

"The nourishment needed to restore the railroad giant to health cannot be found short of a revolution in our concepts of private enterprise and of its relationship to government"—W. Arthur Grotz, president, Western Maryland.

What "they" think and say ultimately affects their representatives in the federal government. It has a bearing on government maneuvers toward erasing policy inequality and forging a political and economic climate favorable to the industry.

"We ought to accentuate the powerful story of the dynamic new industry we're building. We ought to be bending the ear of everyone we meet with this story. We ought to be shouting it from the housetops. Nor should we leave this to the public relations or advertising men or any other department."

● **Railroads are not dying.** He said the biggest PR problem is caused by public impressions gained from passenger service. "There's also a need to remind people that even though last rites are being held almost daily across the country for unused passenger trains, this doesn't mean the railroads are dying."

At a press luncheon following his address, Goodfellow said public relations was the most difficult problem he foresaw before accepting the AAR presidency. "There will be no help in Congress without the public behind us," he said.

(Continued on page 62)

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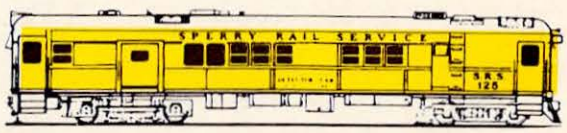

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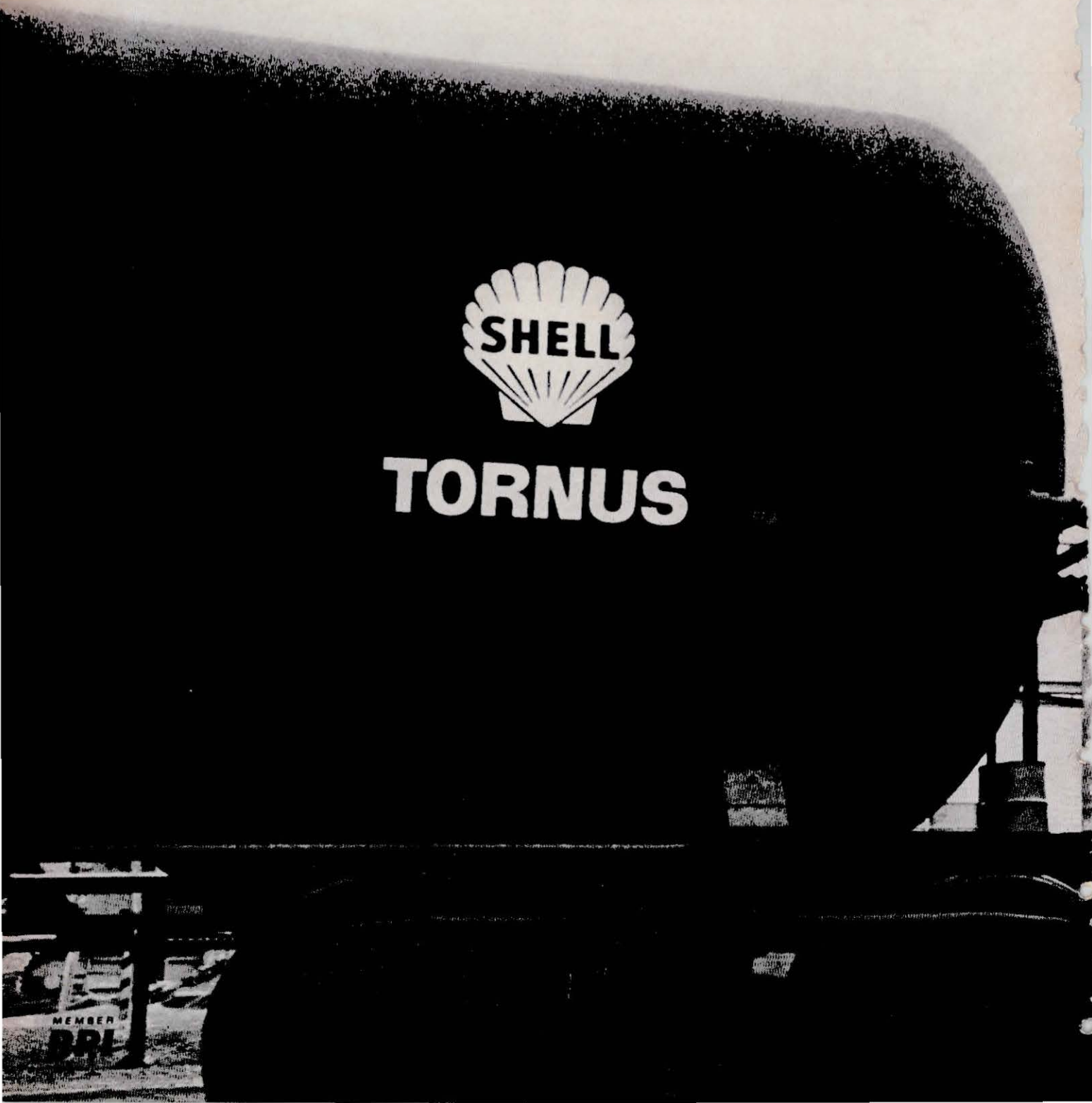

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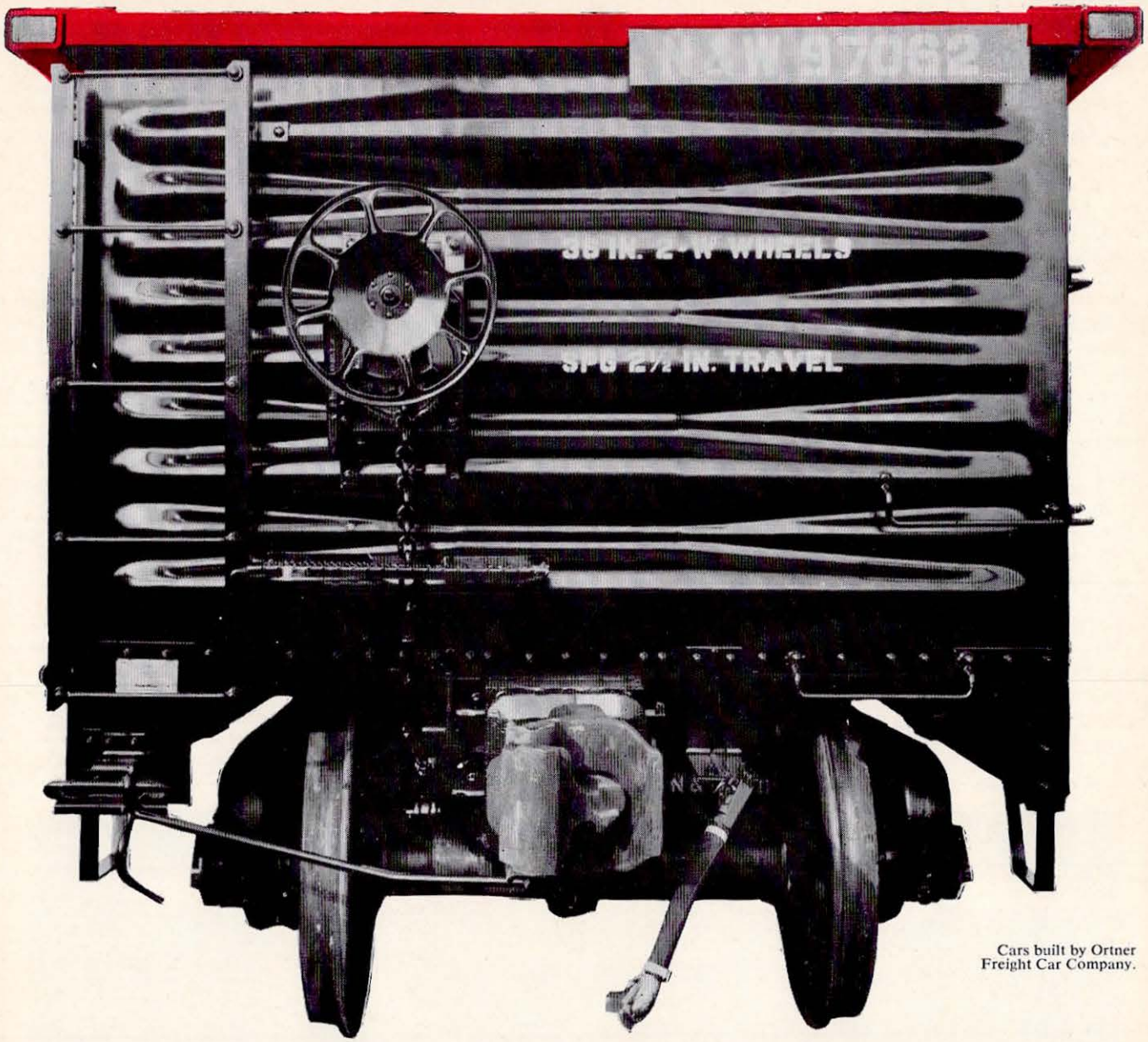

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USS TRADEMARK **United States Steel**

Grotz hits "archaic" ideas

(Continued from page 55)

Goodfellow had this to say about passenger business:

"I doubt the need for long-distance passenger travel in 10 years. The people have deserted us. We still even have to get rid of the "image" trains. I just don't think long-haul is going to continue.

"There is some talk about transcontinental cruises, knowing they would have to be subsidized. We'd like to cooperate if the government felt they'd like to do it. I don't think anyone's going to turn down a subsidy. If they want to subsidize, we'll run it the way they want it. However, subsidized traffic would have to be coordinated with freight movement and unsubsidized passenger movement."

• **Equal employment.** Civil rights entered the superintendents' meeting June 28 in the form of a strong warning that the railroads' "fortunate" race relations scaffold soon will collapse—if it's not overhauled with equal employment opportunities.

Joseph V. Baker, AAR counsel on race relations, said: "The posture of equal employment on railroads is related to government favor toward railroads. The industry is in trouble because one of the Negro revolution's major objectives is to bring in the field as an ally the central government—the railroad's biggest customer."

Failure to comply with the 1964 Civil Rights Act's provisions for equal employment will result in loss of mail contracts and government bills of lading, Baker warned.

• **Red, white and blue jobs.** He said there aren't enough Negro stenographers, draftsmen, engineers, and superintendents. Negroes still are confined to the railroads' "red, white and blue areas—red caps, white coats and blue denims." Local civil rights groups are being formed that will be concerned with "who works where on your railroad," he added.

Baker, himself a Negro, said railroads long have enjoyed the position of "an old friendly group of ours but there is serious doubt about the continuance of this unless we are provided with equal job opportunities."

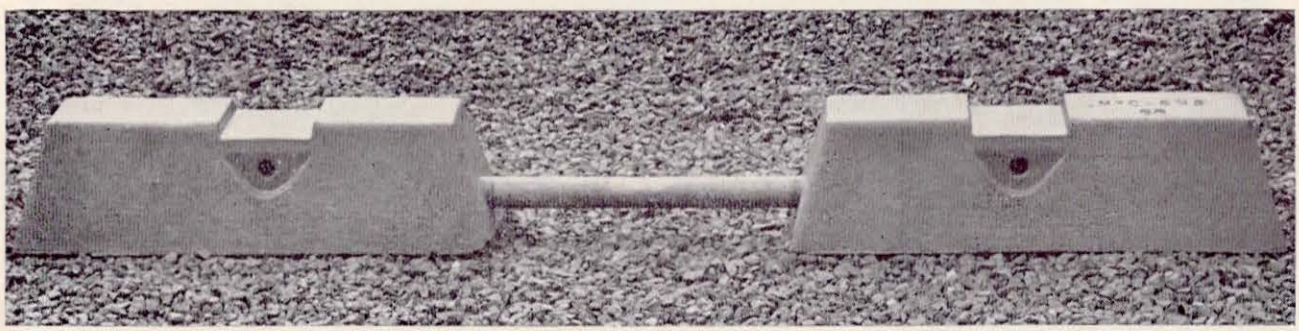
One factor in Negro-railroad relations is employment that until recently put $1 million daily into Negro pockets. Another factor is the more-than-90% representation among Negro leaders by men who were formerly railroad employees or whose fathers were.

Railroads once were considered "the high-priest of bigotry," the AAR lawyer said. In fact, the first pitched battle of the Negro revolution was fought with railroads, not over employment but service. Negroes had to win in court the right to ride trains without arbitrary upseating.

Baker, head of a public relations firm in Philadelphia, is a former employee of the Pennsylvania.

• **New AARS officers.** Daniel E. Parks, Great Northern assistant superintendent at Whitefish, Mont., was elected AARS president for the 1967-68 fiscal year. He succeeds W. F. Mowen, Western Maryland superintendent at Cumberland, Md.

Other officers elected June 29 were: first vice president, Joseph A. Bonelli, Pennsylvania safety manager, Philadelphia; second vice president, E. B. Hardwig, president and general manager of the Jacksonville Terminal Co., J. W. Read, Bessemer & Lake Erie general superintendent, Greenville, Pa.; fourth vice president, J. K. Leslie, Canadian Pacific transportation engineer, Montreal; and treasurer, Harold L. Kimble, Pennsylvania assistant transportation superintendent (retired), Altoona, Pa. ■



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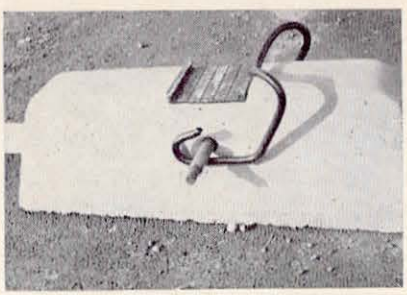

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Airports: The transit role

(Continued from page 43)

The Port of Oakland sponsored the service by two 14-passenger vehicles plying the waters of San Francisco Bay between downtown and two airports.

"At the present stage of air cushion vehicle development," the report stated, "operation . . . appears to be economically feasible only in special applications, such as on short, point to point routes, over relatively calm water, connecting points generating large volumes of passengers who are willing to pay a premium fare, and for which alternative routes are more lengthy and time-consuming."

VTOL? Eastern's Crilly thinks they will probably prove of value—but not in ground access service from midtown to airport: "All you would be doing is putting one more link in the chain of transportation the traveler goes through."

Crilly, like FAA's Bakke, called attention to the well-known economic questions surrounding VTOL — which Bakke described as "expensive to operate, expensive to maintain."

Other comments in the air fraternity about VTOL are—"inherent traffic capacity is low," "vehicles are noisy," "practicality in revenue service has not been established."

Many, like Bakke, believe that STOL has a much more promising future than VTOL not so much in providing ground access to airport, but in taking over medium-distance hops and relieving airports that way.

Said the FAA official: "The cost per pound of STOL is one quarter of rotary aircraft, the cost per seat mile is one third of rotary aircraft. By 1975-80, the optimum craft will be available, each with a weight of 100,000 pounds, and a carrying capacity of 90-100 passengers."

On the other side of the coin, Bakke noted, it needs more landing space than VTOL—175 to 250 ft.; also, it is not an all-weather craft. Also, there is presently no space in the downtowns of big cities to land one. Which is why he is carrying on a campaign to persuade New York City to set aside piers along the Hudson and East Rivers as sites for STOL landing pads.

The assumption Bakke and others like him make is that traffic is growing at a rate that will make both mass transit and STOL aircraft a necessity.

But, he says, "the handwriting is on the wall for highways" in our big metropolitan areas. ■

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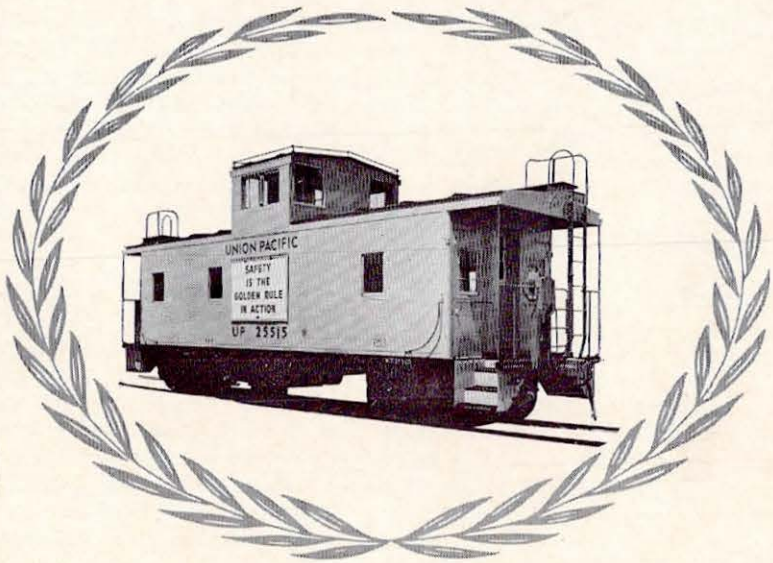

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

FOREIGN ASSIGNMENT—Recently we watched Washington while traveling on the Pennsylvania between New Brunswick, N.J., and Trenton. We were watching how the Department of Transportation's Office of High Speed Ground Transportation makes a test run in connection with the Northeast-Corridor phase of its passenger-service program. The Northeast Corridor is the strip which extends from Washington to Boston. The high-speed program there contemplates service on the PRR between Washington and New York, and on the New Haven between New York and Boston.

The ride we took was on a train consisting of the D.O.T. test cars which have been operating for some time over a beefed-up PRR track between New Brunswick and Trenton. For us, it was a thrilling experience—though relatively prosaic, perhaps, compared with the press run of May 26. Then a speed record of 156 mph was made. Our speed topped out at 150 mph.

MISSED THE FAST ONE—Our fellow passengers included OHSGT experts, staffers of D.O.T.'s Federal Railroad Administration, representatives of state and local transit authorities—and a few other reporters who had also missed the fast run. We hasten to add that Railway Age did not miss that run. Our technical editors were aboard, and their news stories were published at the time. They have also had other articles describing the new track, and the test cars with their electronic devices supplying information to make the passenger-carrying cars (due in the fall) as safe and comfortable as possible.

NON-TECHNICAL VIEW—So it remains for us only to report that we had a smooth ride. This was our experience despite the lack of conventional seating in the cars. They have only a few lightly-upholstered seats. Most riders must stand like subway strap-hangers—or sit in one of the cars on something which is offered as a bench, though it rises only a few inches above the floor. It's a wooden housing for some of the car's pipes or cables—made splinter-proof by a plastic cover.

Until the speed got above 100 mph, perhaps to as much as 125 mph, the ride seemed pretty much like traveling in conventional cars at their typical top speeds of 75-to-80 mph. After 125 mph, the ride remained smooth, but the right-of-way brush began to blend—and it was beginning to look like a green stripe when 150 mph was reached. Actually, the speed is appreciated best by watching the train go by. An opportunity to do this came at Princeton Junction. The train left its passengers there and proceeded up the line to a turn-around point. It came back to run by the Junction at top speed and then returned to pick up the passengers for their own high-speed ride.

FALSE ALARM—The latter was not without incident—a minor one. When something like 140 mph was reached, a warning came from a dragging equipment detector in the track. And the train was brought to a smooth stop with a normal application of the brakes. Nothing was dragging, so some of the technical men concluded that the detector's warning mechanism must have been triggered by flying ballast. It had happened before. So we backed up and tried again, this time reaching 150 mph.

IT WILL GET FASTER—Our passage by each milepost was announced on a loud speaker, prompting a wag to say he never knew before that mileposts were so close together. Another suggested that such speeds could knock hell out of the bar-car business. Whereupon, one of the train's technicians got into the act to say the crew is on railroad wages—"they don't get flight pay." We are confident that our inability to report riding a speed-record run will be temporary. We anticipate that our ride will gradually get faster, coming into something like conformity with the law of human nature which says the older a man gets, the faster he could run as a boy.

Tuggle describes ICC policy on mergers

Commission aim is to make the best use of transport facilities.

Commissioner Kenneth H. Tuggle of the ICC has given the Association of Interstate Commerce Practitioners a rundown on Commission rail-merger decisions which he considers challenging or of significance as legal precedents. The chairman of the Commission's Division 3, which handles merger cases, spoke at the recent Practitioners' annual meeting in San Francisco.

His review of challenging and precedent-setting cases was an appendix to his address, "A Perspective for Mergers," in which he said "coordination is the epitome of the transportation problem today." Thus, the Commission's concept of the public interest in merger cases contemplates making the best use of transportation facilities. And "this involves the integration and modernization of plant and operations, and the use of the most economical and best routes and channels for the flow of traffic."

- **A look at the C&O-B&O case.** Tuggle dealt first with the case involving Chesapeake & Ohio's control of Baltimore & Ohio. When it decided that case in 1962, the Commission was faced with a failing B&O, Tuggle said. "C&O, on the other hand," he continued, "was in a position to use its own resources in restoring the B&O to a healthy and viable transportation facility." The prospect of this rescue, without undue adverse effects elsewhere, was the basis for the favorable ruling, and: "Once the transaction was consummated, a transfusion was immediately administered by C&O, and the beneficial effects on B&O were almost immediate."

This was the case some labor unions took to court, but lost their appeal from the Commission's refusal to merge the eastern merger cases, Tuggle also noted. He applauded, as prudent and sound, the United States Supreme Court's statement that merger of the cases "would be a return to a policy that, after long frustration, was found

unwise, both by the studies of the Commission and by the Congress of the United States." Tuggle hastened to add that this doesn't mean consolidation of related proceedings is never warranted, but: "Whether and when proceedings should be consolidated is to be decided by the Commission as a matter of informed judgment on how best to serve the ends of justice and the public's interest in transportation."

● **Competition and the ACL-SAL case.** Tuggle accepted a court's characterization of the Atlantic Coast Line—Seaboard Air Line case as one which presented "a head-on collision between the anti-trust laws and the Interstate Commerce Act." The Commissioner went on to explain that the case involved no failing railroad, the applicants being two healthy competitors operating side-by-side. "The need for these two historic competitors to join forces," he added, "grew out of intense and pervasive competition from pipe lines, trucks and water carriers. . . . This case is a landmark on the subject of appraising competitive effects of mergers."

Transportation is different

ICC's two trips to the Supreme Court involved undertakings of appellants to have applied the Clayton Act's prohibitions against lessening competition or tending to create monopoly. Lower courts ruled that way, but the Supreme Court struck down their rulings. As Tuggle summarized the final judicial determinations, they held: "The business of transportation is substantially different from the selling of shoes or cosmetics, or providing a banking service. And the techniques for appraising competitive effects in the latter are not necessarily appropriate for transportation." So: "The Commission shall, as heretofore, appraise the competitive effects of a merger in terms of transportation."

● **C&EI: A first-class rail link.** Tuggle called Missouri Pacific's control of the Chicago & Eastern Illinois "the classic end-to-end rail unification." He noted that C&EI had been foundering, despite its role as a vital link to Chicago for MoPac and Louisville & Nashville. "Just as C&O was able to bring B&O out of the economic doldrums," he continued, "the MoPac was fit and able to resuscitate C&EI. L&N was equally poised to update the [C&EI's] Evansville Branch. By its decision, the Commission provided for conversion of the C&EI into a first-class link in the nation's rail system."

Tuggle's reference to the Evansville Branch pointed up that phase of the Commission's decision which contemplates purchase by L&N of that C&EI line into Chicago. The decision attached to its approval of the MoPac acquisition a condition requiring MoPac to see that C&EI negotiates this sale in good faith.

● **The kingsize PRR-NYC merger.** Size alone qualified the proposed Pennsylvania-New York Central merger for Tuggle's list. The Commissioner noted that it would be the largest railroad merger in history. He also noted that among considerations involved was "the serious problem of disinvestment." He pointed out that filing of the applications was preceded by two years in which PRR realized less than 2% on its investment in transportation property, while Central's return did not exceed 3%. And both roads had embarked on programs of diversified investments to offset their low returns from railroad operations.

The Commissioner then cited a railroad investment in a chemical company which yielded more than 33 1/3%. "With returns of that proportion available from other enterprise, the Commission concluded that improved returns must be made possible in transportation to avoid serious disinvestment," he said. Tuggle also identified another salient feature of Penn-Central as the protection against revenue losses which the Commission provided for Erie Lackawanna, Delaware & Hudson and Boston & Maine until they find a home in some eastern system.

● **The N&W five-year plan.** The most unusual feature of the decision which approved formation of Norfolk & Western's present system was the retention of Commission jurisdiction for five years to receive petitions for inclusion of E-L, D&H and B&M, Tuggle said. He added that this paved the way for reaping benefits of the merger while the inclusion matter was being considered.

The Commission has now decided the inclusion case, ordering N&W to take E-L, D&H and B&M into its present system. N&W has appealed to the courts. It contends that the best way for the Commission to take care of those roads is to approve the pending N&W-C&O merger plan which contemplates a subsidiary to acquire them and the Reading and Jersey Central.

The last railroad case on Tuggle's list was that involving merger of the Chicago Great Western into the Chicago & North Western. "In this proceeding," he pointed out, "the Commission, for the first time, prescribed a complete set of employee protective conditions based on normal attrition."

This does not seem to have satisfied some unions representing interested employees. They are seeking modification of the attrition conditions as imposed. ■

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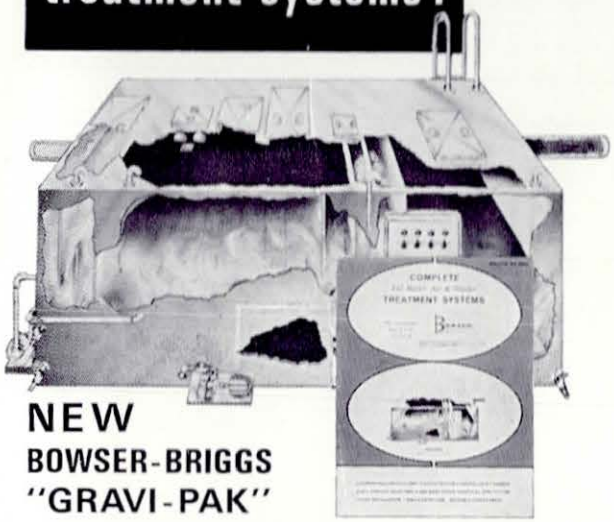

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RAILWAY BOOKSHELF

Need to know rail weight in Angola or the kind of brakes they use in Peru? The place to find out is "Jane's World Railways" (Sampson Low, London, and McGraw-Hill, New York, 479 pp.). The 9th Edition, copiously illustrated, has the usual sections with vital statistics on railways around the world, plus a country-by-county rundown of suppliers' product lines (locomotives, engines, cars). In addition, the new edition adds a section on rapid transit and one on track maintenance equipment.

•

If seeing Marlene Dietrich slinking through Orient Express cars on the late-night movie gives you a pang of nostalgia, the book for you is "The Orient Express" by Michael Barsley (Stein & Day, 204 pp. $6.95). Englishman Barsley writes in a crisp narrative style that avoids the overly technical on the one hand, and droopy sentimentality on the other. Photos and prints provide a good graphic side to the story, which goes back to 1883 and includes millionaires, crowned heads, spies of both sexes, and incidentally, some good travel reporting. The sub-title is "The story of the world's most fabulous train," and there's a lot to that assertion.

•

What do medieval artisans and present-day organization men have in common? A need to work and an ethic of work, according to Carl B. Kaufmann's "Man Incorporate" (Doubleday, 282 pp., $5.95). Kaufmann, a DuPont public relations man, analyzes the evolution of modern corporate structures, and examines how men channel their energies into corporate achievement.

•

Of use to engineers will be "Machining Alcoa Aluminum" (Alcoa, 188 pp.). The illustrated volume covers all aspects of machining and finishing the metal, and has a tabular section on characteristics and mechanical properties.

•

William S. Cary was chairman of the Securities and Exchange Commission from 1961 to 1964. His book, "Politics and the Regulatory Agencies" (McGraw-Hill, 149 pp., $5.95) tells what he thinks of the way these agencies function. His section on the ICC is relatively short, but here's a sample: "One of the ICC commissioners said to me that the advantage of rotating chairmen was continuity; but this very continuity seems to have made impossible any movement ahead. It might better to described as circular."

•

What's coming up in transportation in the next generation? Some useful answers will be found in "Transportation and Tomorrow" (Stanford University Graduate School of Business, 178 pp., $5.95), edited by Stanford academics Karl Ruppenthal and Henry McKinnell, Jr. The book draws on talks delivered at 1964-65 sessions of the Transportation Management Program at the school, and the 19th and 20th annual forums of the National Defense Transportation Assn. Of special interest to railroad men will be chapters written by the then Under Secretary of Commerce Alan Boyd (now D.O.T. Secretary), Southern Pacific President B. F. Biaggini, Katy President John W. Barriger, and North American Car Vice President Aaron Gellman.

Association calendar

Based on available information, Railway Age has prepared the following list of organizations giving names and addresses of secretaries and, where available, places and dates of next or regular meetings.

AIR BRAKE ASSOCIATION— W. T. Jados, 3527 Wisconsin Ave. Berwyn, Ill. 60403. Oct. 9-11, Sherman House, Chicago.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.— W. B. Paul, Seaboard Air Line, Room 408, SAL Bldg., Richmond, Va. 23230.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—R. C. Buckingham, P. O. Box 1167, Evanston, Ill. 60204. Sept. 24-27, Statler Hilton Hotel, Baltimore.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Mrs. Ruth Weggeberg, 220 S. Michigan Ave., Chicago, 60604.

AMERICAN ASSOCIATION OF RAILROAD TICKET AGENTS.—J. D. Florance, 117 W. Harrison St., Chicago, 60605. Annual Sales Seminar, week of Oct. 8, Landmark Hotel, Sarasota, Fla.

AMERICAN COUNCIL OF RAILROAD WOMEN.— Mrs. Neoma J. Forrest, Chesapeake & Ohio, P.O. Box 6419, Cleveland, 44101. Oct. 27-29, Statler Hilton Hotel, Dallas.

AMERICAN RAILWAY BRIDGE & BUILDING ASSOCIATION. — Mrs. Ruth Weggeberg, 220 S. Michigan Ave., Chicago, 60604. Oct. 11-13, LaSalle Hotel, Chicago

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.— E. E. Kinzel, Pennsylvania RR., 1444 Six Penn Center Plaza, Philadelphia, 19104.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.— Works in cooperation with the Association of American Railroads, Engineering Division—E. W. Hodgkins, Exec. Secretary, 59 E. Van Buren St., Chicago, 60605. Mar. 19-21, 1968, Palmer House, Chicago.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.— J. I. Collier, Jr., 2000 Massachusetts Ave., N.W., Washington, D.C., 20036. Oct. 16-18, Royal Orleans Hotel, New Orleans.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.— O. B. Schier II, 345 E. 47th St., New York, 10017. Nov. 12-17, Penn-Sheraton Hotel, Pittsburgh.

Railroad Division.—D. W. Odiorne, Edgewater Steel Co., 80 E. Jackson Blvd., Chicago 60604.

Associated Traffic Clubs.—John Middleton, Exec. Secy., Suite 750, 407 S. Dearborn St., Chicago, 60605. Sept. 10-13, Diplomat Hotel, Hollywood, Fla.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—M. A. Ingram, Pennsylvania RR, Sunnyside Yards, Long Island City, N.Y. 11101. Sept. 26-28, Royal Orleans Hotel, New Orleans.

ASSOCIATION OF AMERICAN RAILROADS.—T. M. Goodfellow Pres.—R. E. Keefer, Exec. Asst. to Pres. and Secy-Treas. Transportation Bldg., Washington, D.C. 20006.

Law Department.—G. S. Prince, Exec. Vice-President and General Counsel, Transportation Bldg., Washington, D.C. 20006.

General Claims Division.—J. A. Risendal, Exec. Vice-Chairman, 59 E. Van Buren Street, Chicago, 60605.

Operations and Maintenance Department.—R. R. Manion, Vice President, Transportation Bldg., Washington, D.C. 20006.

Operating-Transportation Division.—C. A. Lauby, Exec. Vice-Chairman, Transportation Bldg., Washington, D.C., 20006. W. E. Todd, Staff Secretary, 59 E. Van Buren St., Chicago, 60605.

Communication and Signal Section.—George McCann, 59 E. Van Buren St., Chicago, 60605. Oct. 10-12., Sheraton-Chicago Hotel, Chicago.

SAFETY SECTION.—W. E. Todd, Staff Secretary, 59 E. Van Buren St., Chicago, 60605.

Engineering Division.—E. W. Hodgkins, Exec. Vice-Chairman' 59 E. Van Buren St., Chicago, 60605. Mar. 19-21, 1968, Palmer House, Chicago.

Mechanical Division.—F. H. Stremmel, 59 E. Van Buren St., Chicago, 60605.

Freight Claim Division J. C. Hindman, 59 E. Van Buren St., Chicago, 60605.

Data Systems Division.—C. L. Byham, Exec. Dir., A. G. Hilley, Secy., Transportation Bldg., Washington, D.C., 20006. Sept. 11-13, Rice Hotel, Houston, Texas.

Finance and Accounting Department.—Wayne Irwin, Vice-President, Transportation Bldg., Washington, D.C. 20006.

Accounting Division.—Philip A. Lyon, Transporta-

Treasury Division.—Philip A. Lyon, Transportation Bldg., Washington, D.C. 20006

tion Bldg., Washington, D.C., 20006. Oct. 25-29, Boca Raton Hotel & Club, Boca Raton, Fla.

Purchases and Stores Division.—J. H. Bean, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago, 60605. Oct. 9-11, Pick-Congress Hotel, Chicago.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.—Mrs. C. M. Bridgeman, Exec. Secy., 1112 ICC Bldg., Washington, D.C., 20423.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.— J. D. Singer, Exec. Secy., Chesapeake & Ohio, Cleveland, 44101.

ASSOCIATION OF RAILROAD EDITORS.—J. E. McGlashan, Bessemer & Lake Erie, P.O. Box 536, Pittsburgh, 15230. Sept. 13-15, St. Paul Hilton Hotel, St. Paul.

CANADIAN INDUSTRIAL TRAFFIC LEAGUE.— A. A. Landry, Gen. Mgr., 20 Bloor St., West, Toronto 5, Ont. Feb. 26-29, 1968, Royal York Hotel, Toronto.

CANADIAN RAILWAY CLUB.—W. J. Cadogan, P.O. Box 162 ,Montreal 3, Que. Regular meetings, second Monday of each month except Feb., June, July, Aug. and Oct. Oct. meeting on first Monday, Queen Elizabeth Hotel, Montreal.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—H. D. Smith, 1101 Donnell Ave., St. Louis, 63137. Regular meetings, third Tuesday of each month except June, July and Aug. Fred Harvey's Restaurant, 2nd floor, Union Station, St. Louis.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—E. W. Gebhardt, 297 Highland Ave., Elmhurst, Ill., Oct. 9-11, Sherman House, Chicago.

CAR FOREMAN'S ASSOCIATION OF OMAHA, COUNCIL BLUFFS AND SOUTH OMAHA INTERCHANGE.— C. G. Poetzel, Chicago & North Western, 2111 Avenue I, Council Bluffs, Ia. 51503. Regular meetings, second Tuesday of each month except July and Aug., Chieftain Hotel, Council Bluffs.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—J. J. Sacheck, 4841 North Nagle Ave., Chicago, 60630. Regular meetings, second Monday of each month except June, July, Aug. and Oct., LaSalle Hotel, 7:00 p.m.

CENTRAL RAILWAY CLUB OF BUFFALO.— M. A. Redding, Exec. Secy., 214 Kenmore Ave., Buffalo, 14223. Regular meetings, second Thursday of each month except May, June, July and Aug., Cordon Bleu, 8:00 p.m.

CHICAGO RAILROAD DIESEL CLUB.—F. C. Fosdick, 225 Illinois Blvd., Hoffman Estates, Ill. 60172. Regular meetings, first Monday of each month except July, Aug. and Sept., Hartford Bldg., 365 West Monroe St., 5:30 p.m.

CHICAGO RAILROADS' CAR ACCOUNTING OFFICERS.— J. A. Sack (Chairman) Chicago South Shore & South Bend, Gen. Office, Michigan City, Ind. 46360. Regular meetings, last Wednesday of each month except July and Aug., Traffic Club, Palmer House, 12 noon.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.— T. F. Schaekel, Room 515, 15 No. 32nd St. Philadelphia, 19104. Nov. 9-10, Warwick Hotel, Philadelphia.

Eastern Car Foreman's Association.—J. D. O'Brien, 18 Parkerson Rd., Edison, N.J., 08817. Regular meetings, third Tuesday of Jan., Feb., Mar., Apr., May, Oct. and Nov. McAnn's Restaurant, 465 Lexington Ave., New York.

GREAT LAKES RAILWAY CLUB.——W. F. Corbett, New York Central, 1324 W. Third St., Cleveland, 44113. Regular meetings, third Tuesday of each month except June, July and Aug., Pick-Carter Hotel, Dinner, 6:30 p.m.; meeting 7:30.

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS.— Donald G. Fink, Gen. Mgr., 345 E. 47th St., New York 10017. Mar. 25-28, 1968. New York Hilton Hotel, New York, Exhibits at the Coliseum.

Committee on Land Transportation.—J. J. Schmidt, C&O/B&O, 1 North Charles St., Baltimore, Md. 21201.

LOCOMOTVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. 72114. Oct. 9-11, Sherman House, Chicago.

MAINTENANCE OF WAY CLUB OF CHICAGO. —J. S. Kopec, Chicago, Milwaukee, St. Paul & Pacific, Room 898, Union Station, Chicago, 60606. Regular meetings, Oct.-Apr., Midland Hotel.

METROPOLITAN RAILWAY CLUB OF NEW YORK. Fred Osthoff, Railway Age, 30 Church St., New York, 10007. Regular meetings, Mar., May, Sept., Nov. and Dec., Penn Garden Hotel.

MILITARY RAILWAY SERVICE VETERANS.—R. E. Godley, 634 Fifth St., Pass Christian, Miss. 39571. Sept. 15-17, Sheraton-Schroeder Hotel, Milwaukee.

MISSISSIPPI VALLEY MAINTENANCE OF WAY CLUB.— J. G. Bateman, Alton & Southern R.R., P.O. Box 270, East St. Louis, Ill. 62202. Regular meetings, second Monday of each month, Sept. through May, Louis IX Room, Fred Harvey's Restaurant, Union Station, St. Louis.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS. Everette Kreeger, 5310 ICC Bldg., P.O. Box 684, Washington, D.C. 20044. Oct. 30-Nov. 2, Diplomat Hotel and Country Club, Hollywood Beach, Fla.

NATIONAL ASSOCIATION OF RAILROAD TRIAL COUNSEL.—J. J. McCarthy, Exec. Dir., Room 1503, 55 Liberty St., New York 10005.

NATIONAL ASSOCIATION OF RAILWAY TAX COMMISSIONERS—M. V. Deane, Chicago, Burlington & Quincy, 547 W. Jackson Blvd., Chicago 60606. Feb. 13-14, 1968, Palmer House, Chicago.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—A. K. Penttila, Evans Products Co., 1121 S.W. Salmon St., Portland, Ore. 97208. Oct. 11-13, Pick-Congress Hotel, Chicago.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.— Lily M. Beauchamp, 1612 K St., N.W., Washington, D.C. 20006. Oct. 3-6, Biltmore Hotel, Los Angeles.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—L. J. Dorr, Exec. Secy., Suite 909, 711 14th St., N.W., Washington, D.C. 20005, Nov. 15-17, New York Hilton Hotel, New York.

NATIONAL RAILROAD LUBRICATION COUNCIL.—Herman C. Brandt, 2824 McCully Rd., Allison Park, Pa., 15101. May 9, 1968, Sheraton-Cleveland Hotel, Cleveland.

NATIONAL RAILROAD PIGGYBACK ASSOCIATION.—F. R. McVoy, Chicago & Eastern Illinois, 646 Chicago Road, Chicago Heights, Ill. 60411. Meetings, July 26-27 and Oct. 26-27, Sheraton-Blackstone Hotel, Chicago.

NATIONAL SAFETY COUNCIL.—L. W. Dutton, Staff Representative, 425 N. Michigan Ave., Chicago, 60611. Railroad Section annual meeting, Oct. 24-26, La Salle Hotel, Chicago, during National Safety Congress.

NEW ENGLAND RAILROAD CLUB.—Wm. M. McCombs, P.O. Box 445, Pembroke, Mass. 02359. Regular meetings, Feb. Apr. Oct. and Dec. Sheraton-Plaza Hotel, Boston, Dinner 6:30 p.m.

NEW YORK RAILROAD CLUB.—F. R. McCarthy, Exec. Secy., 466 Lexington Ave., New York, 10017. Next meeting Oct. 5, Grand Ballroom. Hotel Commodore, New York. Reception, 5:30 p.m.; dinner, 6:30; meeting, 7:45. Annual meeting and dinner, Dec. 7, Grand Ballroom, Hotel Commodore.

NORTHWEST CARMEN'S ASSOCIATION.—N. J. Maglich, Minnesota Transfer Ry., 508 N. Cleveland Ave., St. Paul 55114. Regular meetings, first Monday of each month except June, July and Aug., Y.M.C.A., Midway Branch, 1761 University Ave., St. Paul.

NORTHWEST MAINTENANCE OF WAY CLUB.— E. L. Roland, 2 Milwaukee Station, Minneapolis 55401. Regular meetings, fourth Thursday of each month. Oct. through Apr., except Nov. and Dec., which are third Thursday, Prom Center-Arizona Room, 1190 University Ave., St. Paul Social hour, 5:50 p.m.; dinner, 6:30.

PACIFIC RAILWAY CLUB.—K. J. MacGregor, Southern Pacific, 65 Market St., San Francisco, 94105. Meetings in alternate months in San Francisco and Los Angeles. One meeting a year at Sacramento and at Roseville.

RAILROAD INSURANCE MANAGEMENT ASSOCIATION.—M. M. Smiland, Great Northern, 175 E. Fourth St., St. Paul, 55101 Nov. 14-15, Palmer House, Chicago.

RAILROAD JOINT FACILITY CLUB OF CHICAGO.—J. C. Ehmann, Chicago & North Western, 4809 Ravenswood Ave., Chicago, 60644. Regular meetings, first Monday of each month except July, Aug. and Sept., Traffic Club, Palmer House, Chicago. 12 noon.

RAILROAD PERSONNEL ASSOCIATION.—A. J. Bates, (President) Canadian National, P.O. Box 8100, Montreal, Que. Oct. 18-20, Chateau Frontenac, Quebec City.

RAILROAD PUBLIC RELATIONS ASSOCIATION.—J. N. Ragsdale, Association of American Railroads, Transportation Bldg., Washington, D.C., 20006.

RAILWAY CLUB OF PITTSBURGH.—G. E. Morrison, 2710 Koppers Bldg., Pittsburgh 15219. Regular meetings, third Thursday of each month except June, July, Aug., Sept. and Dec., Penn-Sheraton Hotel. Dinner, 6:30 p.m.; meeting, 7:30.

RAILWAY ENGINEERING-MAINTENANCE SUPPLIERS' ASSOCIATION.— W. J. Joy, Exec. Secy., 332 S. Michigan Ave., Chicago, 60604. Exhibit, Mar. 18-21, 1968, International Amphitheater, Chicago.

RAILWAY FUEL AND OPERATING OFFICERS' ASSOCIATION.—L. H. Peters, 10414 S. Wood St. Chicago, 60643. Oct. 9-11, Sherman House, Chicago.

RAILWAY PROGRESS INSTITUTE.—N. A. Lennartson, Pres., 38 S. Dearborn St., Chicago, 60603. Oct. 12, Palmer House, Chicago.

RAILWAY SIGNAL AND COMMUNICATIONS SUPPLIERS' ASSOCIATION.—W. H. Allen, 170 Broadway, New York 10038 Exhibit, Oct. 10-12, Sheraton-Chicago Hotel, Chicago.

RAILWAY SUPPLY ASSOCIATION.—Albert Schiffers, Jr., Exec. Secy., 332 S. Michigan Ave., Chicago, 60604.

RAILWAY SYSTEMS AND MANAGEMENT ASSOCIATION. —G. C. Vietsch, Exec. Dir., 163 E. Walton St., Chicago, 60611.

RAILWAY TIE ASSOCIATION.—R. M. Hamilton, 1373 Grandview Ave., Columbus, Ohio, 43212. Oct. 18-20, Statler-Hilton Hotel, Washington, D.C.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION.—Mrs. Ruth Weggeberg, 220 S. Michigan Ave., Chicago, 60604. Oct. 11-13, La Salle Hotel, Chicago.

ROCHESTER RAILROAD ASSOCIATION.—H. K. Blaeser, 1247 Genesee Park Blvd., Rochester, N.Y. 14619. Regular meetings, third Thursday, Sept. through May, Liederkrantz Club, 660 Main St., West.

ST. LOUIS RAILROAD DIESEL CLUB.—F. C. Whitlock, 6207 W. Washington, Belleville, Ill., 62223. Regular meetings, first Monday in Jan., Mar., May and Nov., Tuesday after Labor Day in Sept., Fred Harvey's King Louis IX Room, Union Station, St. Louis, Dinner, 7 p.m. meeting, 8.

SOUTHERN & SOUTHWESTERN RAILWAY CLUB.—H. W. Brewer, P.O. Box 7211, Jacksonville, Fla. 32210. Regular meetings, third Thursday, in Jan., Apr., June and Oct.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.— F. I. Umbau, 1796 Meadowdale Ave., N.E., Atlanta 30306. Semi-annual meeting, Aug. 3-4, Marriott Motor Hotel, Atlanta.

SOUTHWESTERN RAILWAY CLUB.—C. W. Dobbs, 5010 Westbriar Lane, Apt. 17, Houston, Tex. 77027. Regular meetings, third Thursday in Jan. (Texas State Hotel, Houston); Apr. (Baker Hotel, Dallas); Oct. (Texas Hotel, Ft. Worth).

TORONTO RAILWAY CLUB.—W. F. Saunders, P.O. Box 8, Terminal "A", Toronto 1, Ont. Regular meetings, fourth Monday of each month except Jan., June, July, Aug., Royal York Hotel. Annual dinner, first Saturday in December.

WESTERN RAILWAY CLUB.—Suite 339, Sherman House, Chicago 60601. Regular meetings in Feb. Mar., Apr., May, Oct., Nov., and Dec.

NEW **PRODUCTS** REPORT

Transit-door Control (RA-1)

A safer, smoother door-operating system, developed primarily for the San Francisco transit setup, is applicable to other subway or railroad cars operated with or without attendants. Principles incorporated in the system are new to the transit field and promise trouble-free operation with exceptional safety, smoothness and quietness. Fail-sale mechanical interlocks prevent a train or car from starting until all doors are closed and locked. *Otis Elevator Co.*

Voltage Dividers (RA-2)

Five new resistive decade voltage dividers have tight tolerances and resolution as high as 1 part in 10^5. Three models are four-dial units with a ratio range of 0.0001 to 1.0. Two models have five dials and a ratio range of 0.00001 to 1.0. Absolute linearity is better than ±20 parts per million for the five-dial units for settings of 0.1 to 1.0, with lower figures for smaller ratios. *General Radio Co.*

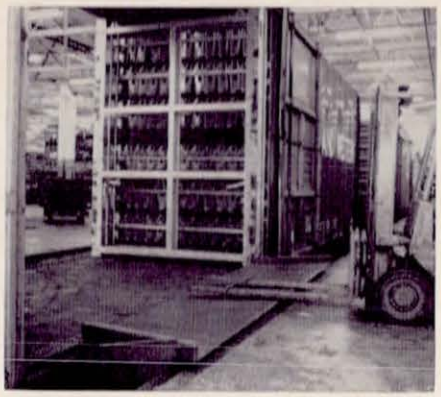
Transistorized Converter (RA-3)

The transistorized B450 "ON" converter that permits application of existing "O" type wire line carrier systems to cable is now available. The B450 translates any "O" compatible or "O" coordinating system in frequency.

The system is designed to provide a maximum of twenty ("ON1") or twenty-four ("ON2") channels over a standard "N Repeatered Line" using Lynch B410 "N2" repeaters. *Lynch Communication Systems Inc.*

Froth Foam System (RA-4)

Monoform 3005 is a low-pressure polyurethane froth foam system for foam-in-place use in refrigerated truck trailers and insulated cars. System is said to exert as little as 10% of foaming pressures normally associated with frothing in place. The expanded foam is non-burning when tested ASTMD 1692-59 and has an initial thermal conductivity (k) of less than 0.12. The system is offered in 5- and 10-gallon containers and tank trucks. *Flintkote.*



Railboards (RA-5)

Grav-T-Lock feature and special tandem pick-up locks on T&S steel railboards enable one man with a fork truck to lift, move and position a Railboard for cross traffic without leaving his seat.

The Railboard unit is available in flared or rectangular models to bridge the gap between dock and cars with single, double or high-cube doors. Because the unit is welded into one solid piece, there is "literally no capacity limitation." *T&S Equipment Co.*

Shipping Container (RA-6)

The 2,000-lb-capacity Slide-Pak modular container of St. Regis corrugated, aluminum and wood is permanently attached to a wooden pallet with fork lift entries on all sides. Slides on either side of panels permit easy removal. To close container, a corrugated cap drops into a groove in front and back panels. A steel Cargo-Clip attached to either side of top edge and a bar seal passed through clip on outer side and sealed make container pilfer-proof. *Cargo Packers, Inc.*

Hydraulic Elevator (RA-7)

Krowsnest, a hydraulic floor elevator, permits a man to work up to heights of 17 ft, or to 27 ft by added extension through engagement of a fork lift. By removing four bolts, the safety-railed platform can be removed and a flat load platform for materials or equipment substituted. Capacity is 500 lb. Unit is operated from a 12-volt, 80-amp industrial battery, or plugged in (110 volts). Unit folds down for easy storage. *Krause Mfg. Co.*

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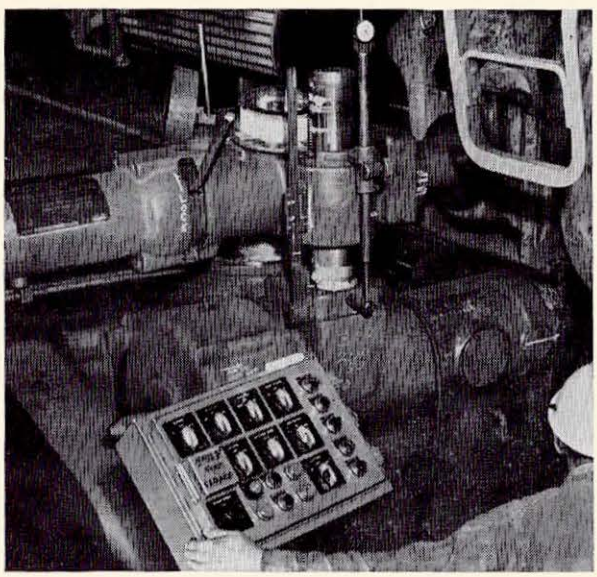

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ICC plans change in operations

The Office of Proceedings of the Interstate Commerce Commission will be revamped under a major reorganization plan announced by ICC Chairman William H. Tucker.

The office processes cases of wide economic impact, many of which are highly controversial. These include carrier mergers, transportation rates and services, issuance of carriers' stocks and securities, applications for operating rights, and discontinuance of passenger trains.

● **Utilizing the manpower.** Tucker said the basic intent of the latest reorganization move is to achieve more flexible use of personnel and more efficient case-processing procedure.

"We expect to obtain broader contributions from the attorney-advisors," Tucker explained. "Through cross-utilization they will have the opportunity to become proficient in handling a variety of formal casework assignments, rather than being limited to narrow specialities."

Beginning July 1, the new Office of Proceedings will no longer have separate sections for the three categories of Commission proceedings: Finance (mergers, securities, railroad construction and abandonments, and passenger discontinuances), Rates and Practices, and Operating Rights. Attorneys assigned to the report preparation and opinion writing functions of these three sections will be grouped into one new section, as the hearing examiners were consolidated in 1965 with impressive benefits in production. The new section will be called the Section of Opinions.

● **Staff assignments announced.** The new office will include a policy review committee. Heading up the entire operation will be Bertram E. Stillwell, as director, and Alvin L. Corbin as associate director.

The policy review committee will include Deputy Director Thaddeus W. Forbes as chairman, Charlie H. Johns, Jr., and J. Patterson King. Sheldon Silverman will be deputy director and chief of section, Section of Opinions, assisted by Richard Block, Jr.

James C. Cheseldine was appointed chief of section, Section of Hearings. He will be assisted by Richard S. Ries and Alvin H. Schutrumpf.

The latest staff realignment is part of a continuing reorganization of the ICC's structure. ■

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Transport forum set for New York

Transportation men from throughout the nation will meet for three days in New York in late August for the Sesquicentennial Forum on Transportation Engineering.

Theme of the August 28-30 session in the Waldorf Astoria Hotel will be: "Transportation—A Service." Sponsors will be the New York Academy of Sciences, which is marking its 150th year, and the American Society of Mechanical Engineers, with participation by the Institute of Electrical and Electronic Engineers.

This year's meeting will be the second in a series, which started with the National Transportation Symposium in San Francisco last year. Objective of the forums is to study transportation problems from the broadest possible systems engineering viewpoint. Attending will be a large group of government officials, manufacturers, educators and administrators.

U.S. Sen. Claiborne Pell (D-R.I.) will deliver the principal address at the opening day's luncheon, speaking to the forum participants on the "Political and Social Impact of Technological Advances in Transportation."

The Monday morning sessions, to be run concurrently from 9 to 12, will include discussions of "Goals for Transportation," "Safety," "Operations Research and Simulation," and "Future Directions of Aircraft Utilization."

Monday afternoon, forum members will concentrate on the "Role of Government in Transportation," "Predicting the Demand for Transportation," "Military Transportation," and "Navigation and Meteorology."

● **Tuesday sessions set.** William L. Garrison, director of the Transportation Center at Northwestern University, will be chairman of a forum session on "Predicting the Effects of Advances in Transportation on Economic and Social Activities."

Various aspects of the transportation planning required for the heavily-populated Northeast Corridor will be discussed in a program headed up by Robert A. Nelson, director of the Office of High Speed Ground Transportation, U.S. Department of Transportation. Subjects to be covered include "Short-term Solutions to Northeast Corridor Transportation Needs," "Prospects of Advanced Ground Transport Systems for the Northeast Corridor," "Economic Criteria for Transportation Planning in the Northeast Corridor," and "Non-economic Criteria for Transportation Planning."

Other principal sessions on Tuesday will be devoted to "Vehicle-Guideway-Suspension Dynamics," "Mechanical Transportation vs. Human Mobility," "Sociological Considerations," "Great Lakes Megalopolis and the Canadian Corridor," "Overseas Transportation," and "Helicopter Applications."

● **Government action on transport.** U.S. Rep. Jonathan B. Bingham (D.-N.Y.) will talk about the federal government's role in financing urban transportation systems at a session on "Urban Transportation; Concepts and Techniques," on Wednesday. In a second session on the same general subject, Leo J. Cusick, director, Urban Transportation Administration, U.S. Department of Housing and Urban Development, will discuss the government's attitude and plans for urban transport.

Other Wednesday sessions will be devoted to "Computer Applications to Transportation Problems," "Propulsion; Gas Turbines," "The Role of Competition in Improving Transportation," Research and Priorities," and "Materials Handling." ■

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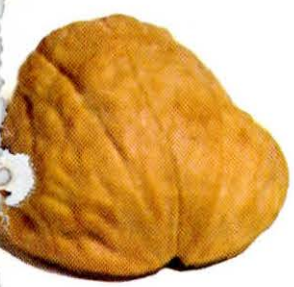

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Costs still the major factor in ratemaking

The overriding importance of costs in carrier ratemaking was pointed up recently by the ICC's vice-chairman, Commissioner Paul J. Tierney. That was when he set out to tell the Association of Interstate Commerce Commission Practitioners about factors other than costs which the Commission considers in minimum rate regulation, but found that his speech soon "developed into more of a talk on the increasing importance of costs."

Tierney set the stage for that development by reporting his staff's reaction to the other-than-costs approach, the reaction being that this subject "could be adequately covered in 30 or 40 seconds."

But Commissioner Tierney nevertheless went on to discuss such factors as rate comparisons, value of service, and avoidance of destructive competition. But he was soon asserting that "the ascendance of costs to a position of paramount importance cannot be denied."

● **Value of service not out.** Later on, however, he made a case to the effect that value of service had not been eliminated from the Commission's consideration of rate cases. He cited a 1965 decision, reported in 325 ICC 188, which involved rates on aluminum extrusions from Miami to Chicago. There, he said: "The Commission deviated from accepted cost principles respecting the jointness of line-haul expenses. In doing so, it approved a reduced rate for back-haul traffic permitting the proponent carrier to meet competition from [unregulated] private carriage."

Tierney also found interesting a 1966 decision reported in 329 ICC 17. That was the case involving rates on construction aggregates in the South. In this decision, the Commission discounted cost evidence on the issue of compensativeness to find that the rates were "just and reasonable on broader criteria," as the vice-chairman summarized the ruling. "Included," he explained, "were value of service findings that the rate was established to recapture traffic from unregulated carriage, and that the cost of transportation was a major factor concerning whether the commodity involved could compete in various markets."

● **Grain-rate problems.** Increased reliance on costs can produce some harsh results, Tierney also said. He cited the disruption of the grain-rate structure. After saying this, however, the Commissioner went on to emphasize that a substantial portion of the grain traffic was being transported without regulation by truckers and water carriers before the railroads moved to regain business with cost-oriented rates.

He also emphasized the distinction between pricing by carrier management and rate regulation by the Commission. Management must rely on what the traffic will bear, costs, or a combination of both, he explained, adding that the Commission should restrict this pricing freedom only to condemn rates which violate the Interstate Commerce Act. ■

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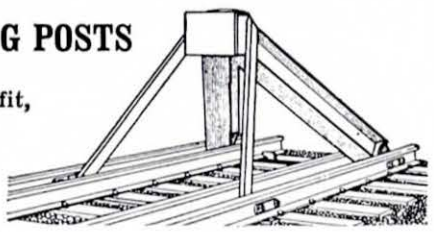

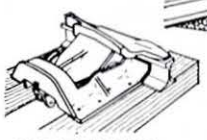

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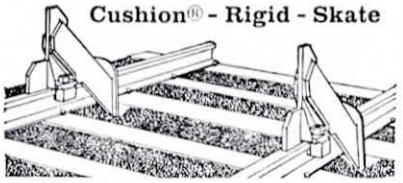

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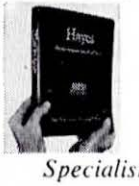

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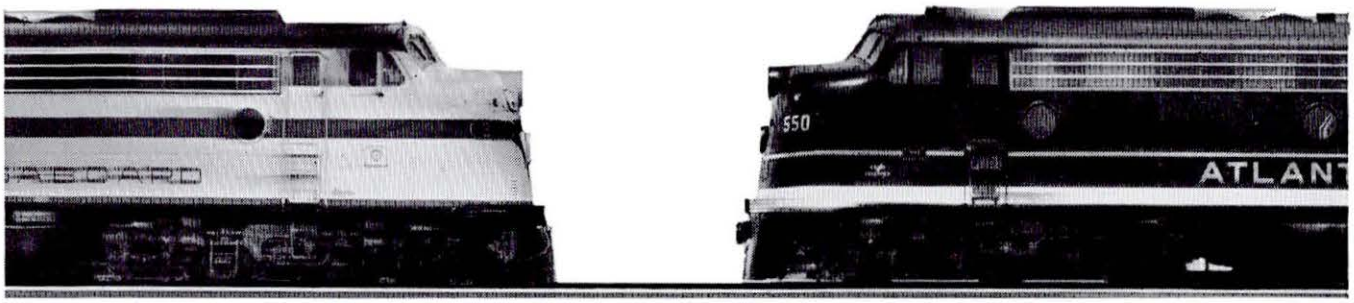

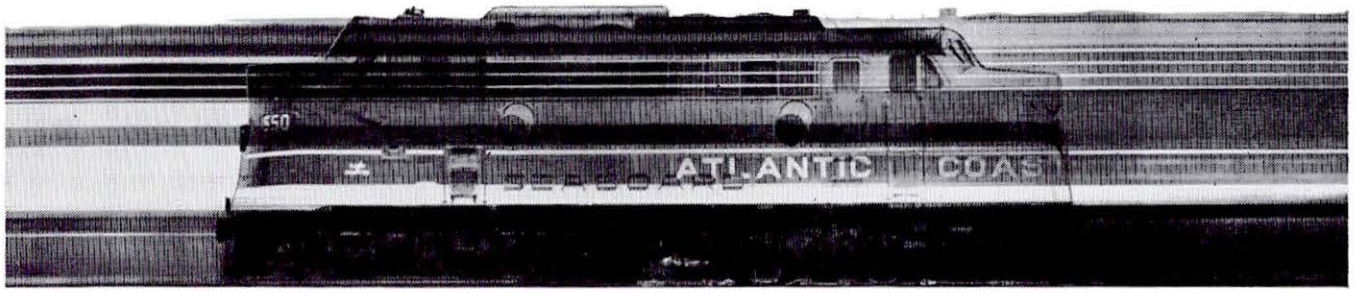

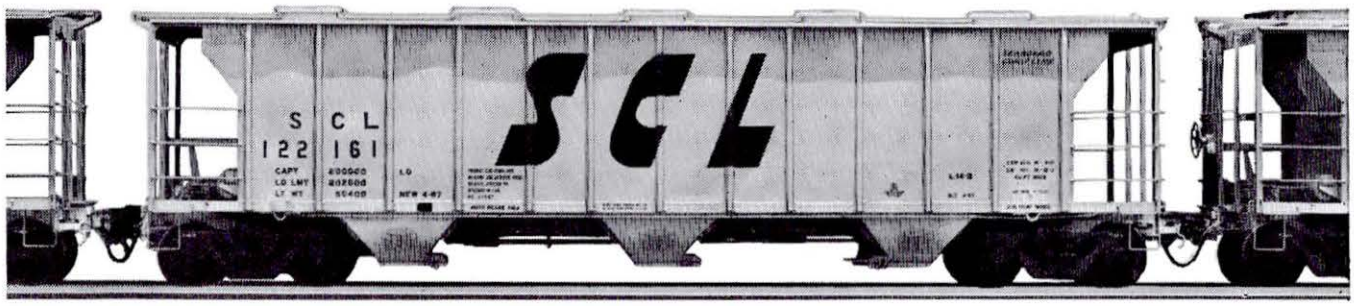

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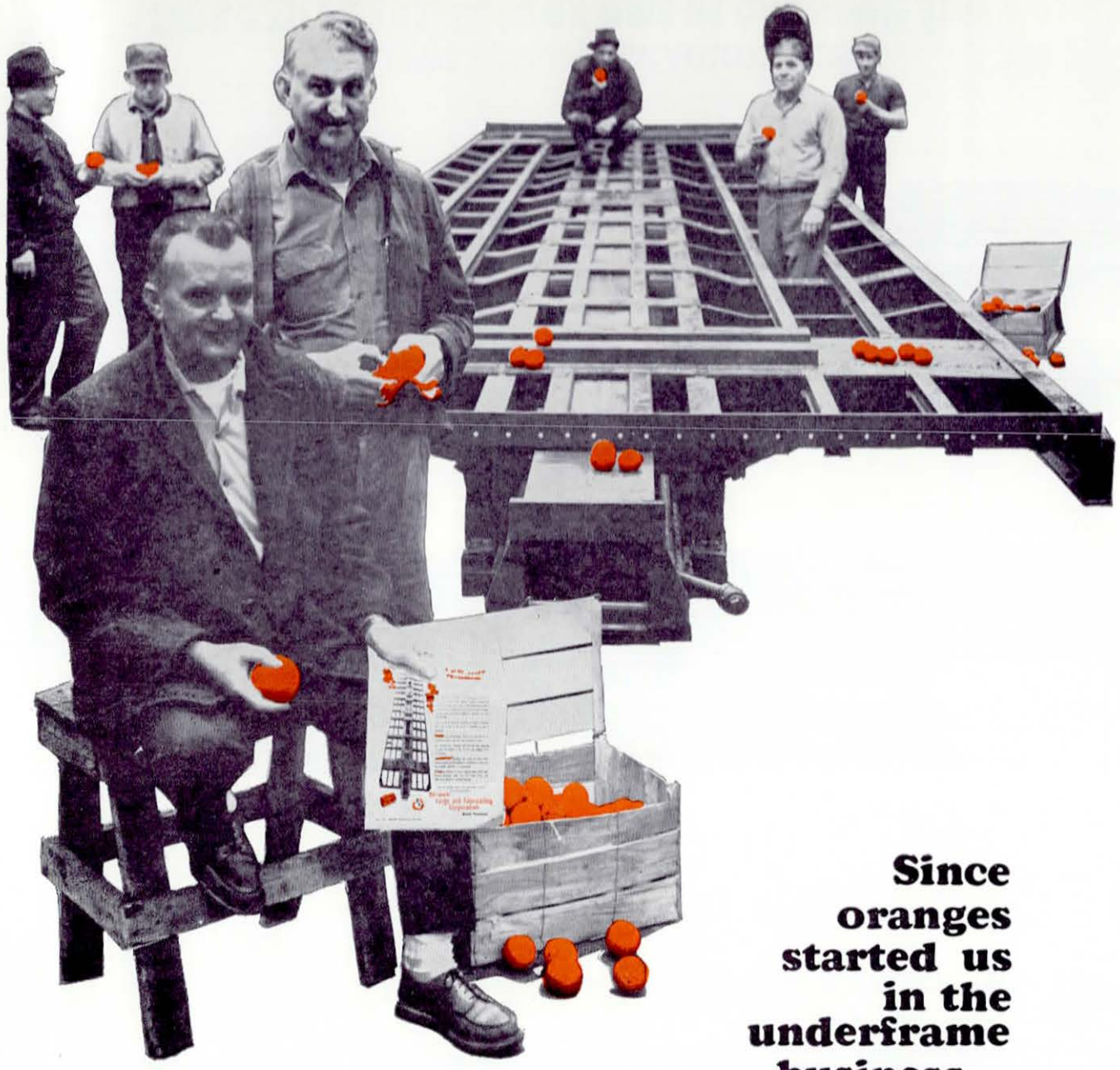

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J. D. Taylor
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P. F. Cruikshank
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Ralph L. Merklin
GN

PEOPLE IN THE NEWS

CANADIAN NATIONAL.—J. N. Speirs, formerly transportation engineer, Great Lakes Region, Montreal, appointed transportation planning engineer, with headquarters in Toronto, Ont., to succeed **N. A. R. Hanks,** promoted.

CHESAPEAKE & OHIO-BALTIMORE & OHIO.—Albert J. Bogdon, Jr., named site engineer in the industrial development department, Baltimore. Mr. Bogdon, formerly a designer in the engineering department, Huntington, W. Va., will assist in preparing aerial photomaps, industrial and community surveys and general site mapping.

CHICAGO & NORTH WESTERN.—V. B. Hussey, superintendent, Twin Cities division, resigned June 7.

GREAT NORTHERN.—Thomas J. Lamphier, assistant to the vice president, operations department, elected vice president-administration in the executive department. He will direct the road's computerization program. **Worthington L. Smith,** superintendent, Willmar division, Minneapolis, succeeds Mr. Lamphier. **H. D. Lear,** director of the division of economic research, appointed assistant vice president in the executive department. **J. D. Taylor,** assistant to the vice president of operations, becomes assistant vice president in the operations department.

The traffic department has been redesignated the marketing department and its vice president, **M. M. Scanlan,** appointed vice president-marketing. Named to newly created posts in the department are **Paul F. Cruikshank,** superintendent of the Kalispell division, Spokane, who becomes assistant vice president-market planning, St. Paul; **Ralph L. Merklin,** assistant to the traffic vice president, who becomes assistant vice president-marketing; **James C. Kenady,** land and tax commissioner, who becomes assistant vice president-industrial development. Direction of the road's agricultural development program will be continued by **E. N. Duncan,** formerly director of the agricultural and industrial development department, as a separate function in the marketing department.

Effective July 1, the number of operating divisions were reduced from eight to seven. The Klamath division was consolidated with the Cascade division, with headquarters at Seattle. The Kalispell division was renamed the Spokane division, with headquarters remaining at Spokane, and the Butte division became the Montana division, with headquarters continuing at Great Falls, Mont. **Robert H. Shober,** superintendent, Cascade division, Seattle, appointed superintendent, Willmar division, Minneapolis, succeeding Mr. Smith. **Eugene F. Oviatt,** superintendent, Minot division, replaces Mr. Shober, and in turn is succeeded by **Jerome W. Wicks,** trainmaster, Seattle. Mr. Cruikshank's successor at Spokane is **Eugene M. Coan,** superintendent, Butte division, Great Falls. **Thomas W. Mackenroth,** superintendent, Klamath division, succeeds Mr. Coan. **Michael M. Donahue,** trainmaster, Sioux City, Iowa, named assistant superintendent, Klamath Falls.

ILLINOIS CENTRAL.—Has created a Passenger Services Department. **Paul H. Reistrup,** formerly director of passenger services, **Chesapeake & Ohio/Baltimore & Ohio,** named vice president in charge of the new department (RA, June 26, p. 12).

KANSAS CITY SOUTHERN.—George E. Kellogg elected vice president, comptroller and secretary to succeed **W. F. Pregge,** retired (RA, May 15, p. 36).

LONG ISLAND.—John E. Solarski named chief engineer and **John D. Woodward** named chief maintenance of way officer. Mr. Solarski had been deputy chief engineer of the LIRR for the past nine years. Mr. Woodward has been assistant chief engineer-maintenance since 1962. The promotions coincide with the start of the Metropolitan Commuter Transportation Authority's multi-million-dollar improvement program for the LIRR.

LOUISVILLE & NASHVILLE.—Sam H. Wilhoite, district passenger agent, Pensacola, Fla., named district traffic agent there. Mr. Wilhoite's new assignment will cover sales and services activities for both passenger and freight traffic.

MILWAUKEE.—Lyell R. Shellenbarger, office engineer, appointed assistant to vice president-chief engineer, with headquarters remaining at Chicago.

NEW YORK CENTRAL.—Richard H. Steiner, manager of pricing research since January 1966, named general manager of pricing. Mr. Steiner will have responsibility for developing and maintaining pricing structures for transportation of all commodities except coal, coke and iron ore.

A. Buford Smith appointed manager of pricing-sales liaison. Mr. Smith, freight sales manager, Cincinnati, Ohio, since January 1966, will be responsible for coordinating pricing activities among NYC's regional freight sales managers and for insuring effective communications and han-

James C. Kenady
GN

Paul H. Reistrup
IC

J. E. Solarski
LI

J. D. Woodward
LI

L. R. Shellenbarger
Milwaukee

R. H. Steiner
NYC

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NYC

G. M. Gomory
NYC

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- ☐ Air conditioned chair car, 1930 design (18x35 inches)
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- ☐ Refrigerator Car, wood sheathed, steel underframe, 1920 design (14x20 inches)

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dling of freight pricing problems throughout the field sales organization.

George M. Gomory, a market analyst in the market research department since April 1966, appointed industry planning analyst. He will be responsible for economic and logistic analysis in the field of consumer goods. This is the latest of 11 industry groups to be added to NYC's expanding market department.

Joseph M. Ostrow appointed assistant vice president-market planning and research. Mr. Ostrow has served as general manager of pricing since May 1966, with responsibility for supervision of all commodity pricing activities. In his new position he will assume responsibility for the interrelated functions of NYC's market planning, research and industry service programs.

David J. DeBoer named assistant director of market research. In his new position Mr. DeBoer will be responsible for supervision of market analysis in the agriculture, food, automobile and consumer goods areas.

NORTHERN PACIFIC.—J. O. Davies, superintendent, Tacoma division, Tacoma, Wash., advanced to general superintendent of transportation, succeeding **E. S. Ulyatt,** appointed general manager of transportation. **J. H. Hertog,** assistant to the general manager, Seattle, replaces Mr. Davies, and in turn is replaced by **L. L. Johnson. R. K. Mossman,** superintendent, St. Paul division, Minneapolis, named assistant to the vice president-planning, St. Paul. Mr. Mossman's successor is **J. G. Heimsjo. E. P. Hughes,** labor relations assistant, St. Paul, named staff assistant to the vice president-operating there. **R. D. Thompson,** superintendent, Fargo division, Fargo, N.D., transferred to the Rocky Mountain division, Missoula, Mont., to replace **W. W. Walters,** appointed to the new position of transportation supervisor, St. Paul. **B. V. Coyer,** assistant to the general manager, St. Paul, succeeds Mr. Thompson, and in turn is succeeded by **C. W. Thompson.**

In the department of market development, **Ralph Avery,** assistant general freight agent-rates, named marketing manager for grain and grain products; **William Egan,** supervisor of trailer-on-flatcar development, named marketing manager for trailer-on-flatcar and container-on-flatcar and merchandise traffic; **Douglas Bostrum** named marketing manager, special assignments; **Dennis A. Robertson,** formerly traffic manager, **St. Regis Paper Co.,** Libby, Mont., named marketing manager for forest products; **Norman Brehm** named assistant to the marketing manager for TOFC-COFC and merchandise-traffic.

TRANSIT

Kenneth E. Vought, formerly assistant manager, Pullman, Inc., Transportation Systems Center, was appointed overseas sales manager, **Kuljian Corp.,** a consulting engineering firm concerned with electrical work.

William J. Armento, civil engineer, **Parsons, Brinckerhoff, Quade & Douglas,** was appointed associate by the firm. He heads the structural department in the San Francisco office, where he is responsible for design of structures for the BART system.

SUPPLY TRADE

Richard H. Jones has been appointed supervisor of railroad products sales for the Baltimore and Atlanta sales districts of **Bethlehem Steel Corp. James H. Bischoff, Jr.,** salesman in Bethlehem's Philadelphia sales district, has been promoted to salesman in the Atlanta-Baltimore sales districts. Messrs. Jones and Bischoff will have headquarters in Baltimore.

J. M. Ostrow
NYC

D. J. DeBoer
NYC

Richard H. Jones
Bethlehem Steel

J. H. Bischoff, Jr.
Bethlehem Steel

Charles E. Coyl
GATX

A. E. Kerr
Royal

Charles E. Coyl has been elected vice president, Tank Car Division, **General American Transportation Corp.,** and a GATX director. Mr. Coyl, who had been manager of tank car sales since 1965, succeeds **J. R. Scanlin,** recently elected GATX president (RA, June 26, p. 82).

A. E. Kerr has been promoted to vice president in charge of sales for **Royal Industries,** subsidiary of the Buck Equipment Corp. Mr. Kerr has been associated with Buck for 10 years as chief engineer, and more recently as general sales manager. In his new post he will be responsible for marketing Buck's complete line of railroad and construction equipment.

OBITUARY

William E. Hayes, retired executive assistant, public relations and advertising, **Rock Island,** died May 27 at Siluria, Ala.

W. E. Fowler, retired vice president, traffic and purchasing of **The Youngstown Sheet and Tube Co.,** died June 20.

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Will it detect hot roller journal bearings?

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You can't—and we can't—estimate the cost of a wreck in advance. We can only quote what one railroad official said to us: *". . . Save one wreck . . . and the Servosafe Hot Box Detective System has paid for itself."*

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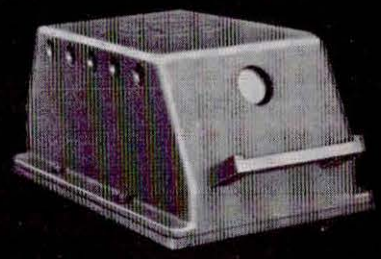

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LETTERS FROM READERS

Grade crossing accidents

Lansing, Mich.

To the Editor:

I have reviewed with interest your article and editorial on railroad grade crossing accidents, in the January 23 edition of Railway Age (p. 14). Needless to say, I share your concern for this situation. Grade crossing accidents are statistically few, but terrible in their severity, and I agree with the thesis that they may have been a too long neglected segment in the entire traffic safety problem. In the State of Michigan we are making a concerted effort through passage of new legislation and through the creation of the post of Highway Traffic Safety Coordinator within the Executive Office, to come up with new solutions to the problem of traffic safety.

George Romney
Governor of Michigan

Careers in railroading

Dallas, Texas

To the Editor:

Thank you for giving me honorable mention in a recent issue of Railway Age [June 12, p. 25].

My great expectations for the railroad industry remain undiminished, even though I regret I haven't seen them fulfilled in accordance with my youthful confident predictions.

Well recalling that having had the pleasure of attending several years ago an M.I.T. dinner honoring the late great Alfred P. Sloan, I could not help thinking how different his career would have been if he had gone into the railroad industry instead of the automobile industry. On the other hand, I reflected then and often subsequently of how much greater Al Perlman's accomplishments could have been if he had gone into the automobile industry or some other unrestricted one.

These circumstances do not lessen my interest in, enjoyment of, or loyalty to the railroad industry or my unhesitating recommendation to young men with aptitudes for railroading to go into this line of work. However, superregulation, as long as it exists, will continue to handicap the potential accomplishments of everyone in it whether their qualifications and potentials be of minimum, average or maximum capacity.

John W. Barriger
President
Missouri-Kansas-Texas

Fine article

St. Paul, Minn.

To the Editor:

I enjoyed reading your fine article in the June 12 Railway Age, entitled "As the Editor Sees It." It was most interesting and thought provoking, and I do hope all the young men interested in railroading will read it. Thank you for writing it.

Louis W. Menk
President
Northern Pacific Railway

TurboTrain and wages

Wellesley Hills, Mass.

To the Editor:

It would appear from the description in Railway Age [June 19, p. 25], that the TurboTrain might possess sufficient novelty and attractiveness to capture the popular imagination. Thus far, the initiative in developing this train has been held by the Department of Transportation and the Canadian National. Let us hope that U.S. railroad management and labor will recognize the apparent potential of this train and, in spite of past failures with the Train X's, seize the unique opportunity to let use of this train enhance the image of the industry and alleviate passenger deficits.

The dramatic introduction of the streamliners of the Thirties was accompanied by the National Diesel Agreement in 1937 which required the use of firemen on all locomotives heavier than 45 tons. The opportunity to make the transition from steam to diesel power in a manner injurious neither to labor nor to management was irrevocably lost thereby.

Similarly devastating would be operation of the TurboTrain under the present mileage basis of pay. A 100-mile day for engine crews and a 150-mile day for train crews would be totally absurd for speeds in excess of 100 mph. An alternative which would preserve the present earnings per hour on duty for train crews and yet allow greater operating speeds to be translated into lower labor costs is suggested here.

For every pair of terminals between which passenger trains presently operate, rates of pay per hour on duty would be calculated for engineers, firemen, conductors, and trainmen. Each rate would be simply the total wages for that class of employee paid for a given route, divided by the corresponding total hours worked. This data would be taken from a base period with operation at present-day train speeds. Then, with introduction of TurboTrains, crews for the new trains would be paid on an hourly basis at the above mentioned rates.

Crews of conventional trains would continue to be paid on the present mileage basis.

Naturally, when TurboTrains replace conventional trains, while earnings per hour of train crews would be maintained, total earnings would be less, in view of the decreased amount of time required to make a run. Therefore, the new pay agreement must also provide a guaranty of the present total earnings for each employee.

Such a provision would induce management to introduce TurboTrains as a supplement to, rather than replacement of, existing services. Then, over the long run as attrition reduces the number of operating employees, high speed services would gradually replace conventional services.

With the method of pay described above neither labor nor management possibly could lose, but would have everything to gain. Labor costs would be reduced in direct proportion to increased train speeds, yet the rates and total earnings of individual employees would be maintained. The decline of passenger service could be arrested and perhaps turned around.

Jonathan C. Gilman

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended July 1 were not available as this issue went to press.

Loadings of revenue freight in the week ended June 24 totaled 565,429 cars, the Association of American Railroads has announced. This was a decrease of 5,354 cars, or 0.9%, compared with the previous week; a decrease of 51,019, or 8.3% compared with the corresponding week last year; and a decrease of 44,452 cars, or 7.3% compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended June 24 are estimated at 14.5 billion, a decrease of 4.9% below the corresponding week of 1966, and 1.4% above the 1965 week.

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, June 24

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	227,523	245,395	243,942
Southern	113,309	114,768	113,262
Total Eastern and Southern Districts	340,832	360,163	357,202
Northwestern .	80,287	93,512	91,430
Central Western	106,171	120,325	119,345
Southwestern .	38,139	42,448	41,902
Total Western Districts	224,597	256,285	252,677
Total All Roads	565,429	616,448	609,881
Commodities:			
Grain and Grain products	43,411	60,154	60,158
Livestock	1,127	1,199	1,206
Coal	117,771	120,375	114,149
Coke	7,116	8,413	8,576
Forest Products	38,068	41,945	39,147
Ore	54,035	59,134	58,945
Merchandise l.c.l.	4,848	6,418	9,602
Miscellaneous .	299,053	318,810	318,098
June 24	565,429	616,448	609,881
June 17	570,783	625,313	604,145
June 10	577,225	621,155	604,343
June 3	508,836	547,685	530,484
May 27	573,652	611,744	600,746
Cumulative total, 25 weeks ...	13,488,784	14,063,928	13,864,303
Estimated revenue ton-miles (billions) 25 weeks ...	349.9	354.1	327.4

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended June 24 totaled 24,005 cars, carrying 39,388 trailers, compared with 23,550 cars, carrying 38,763 trailers, in the corresponding 1966 week. Loadings for 1967 up to June 24 totaled 561,751 cars, carrying 924,207 trailers compared with 539,556 cars, carrying 891,432 trailers, in the corresponding period of 1966.

FREIGHT TRAIN CARS

► *Missouri Pacific.*—Breakdown of spending program (RA, June 19, p. 61) is as follows: MoPac's new car orders will include 300 50½-ft, 70-ton box cars from Pullman-Standard; 200 100-ton pulpwood cars from General Steel Industries; 200 70-ton mechanical refrigerator cars from Pacific Car & Foundry; and 100 100-ton gondolas from Thrall Car. Orders will also be placed for 20 bulkhead flat cars and 10 86-ft, high-cube auto parts box cars. In addition, MoPac shops at DeSoto, Mo., will build 200 100-ton open-top hopper cars.

► *Union Pacific.*—Breakdown of order for 1,995 new cars (RA, June 19, p. 61) is as follows: Pullman-Standard will supply 1,000 100-ton, 4,427-cu-ft-capacity covered hopper cars; ACF will supply 500 100-ton, 4400 cu-ft capacity Center Flow covered hoppers and 10 100-ton 5,250 cu-ft-capacity Center Flow covered hoppers; General American will supply 300 50-ft, 70-ton insulated box cars; General Steel Industries will supply a total of 110 bulkhead flats—50 65-ft, 90-ton flats, 50 53½-ft, 70-ton flats, and 10 60-ft, 90-ton flats; and International Car will supply 75 cabooses.

ORDERS AND DELIVERIES

► *Cars orders decline.*—Orders were placed for 4,177 new freight cars in May, compared with 9,380 in May 1966. Of the total, 925 cars were ordered from railroad car shops, and the remaining 3,252 were ordered from contract car builders. Railroads in May reported plans to rebuild 3,500 freight cars, compared with 1,680 rebuilt cars ordered in May 1966. Deliveries of new freight cars in May totaled 6,344, compared with 8,311 in April, and 7,443 in May 1966. Of the total May deliveries of new cars, 5,094 were built by contract builders, and 1,250 in railroad shops. The backlog of new cars on order and undelivered on June 1 was 32,493, compared with 34,960 on May 1, and 61,229 on June 1, 1966. The June 1 backlog included 24,373 cars to be built by contract car builders, and 8,120 cars to be built in railroad shops. Cars scheduled for rebuilding on June 1 totaled 10,619, compared with 8,666 on May 1 and 10,199 on June 1, 1966.

CAR OWNERSHIP

► *Serviceable cars increase.*—Revenue freight cars in serviceable condition owned by Class I railroads on June 1 totaled 1,419,210, compared with 1,412,244 on June 1, 1966, according to most recent AAR Car Service Division report. Estimated total ownership of all railroad- and privately-owned revenue freight cars on June 1 was 1,829,407 (average capacity: 61.87 tons), compared with 1,805,244 (average capacity: 60.08 tons), on June 1, 1966.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS

(June 1, 1967 vs. June 1, 1966)

		Box	Covered Hopper	Gondola	Hopper	Flat	Refrig.	All Others	Total
Class I	1967	577,028	112,001	205,207	426,070	66,330	49,963	59,819	1,496,418
	1966	581,762	96,561	212,542	425,971	63,945	45,805	59,600	1,486,186
RRO&C Refrig.*	1967	0	0	0	0	0	52,812	0	52,812
	1966	0	0	0	0	0	55,740	0	55,740
Private	1967	1,857	26,194	599	1,745	36,460	15,853	171,104	253,812
	1966	1,863	19,049	962	1,194	30,974	14,332	166,739	235,113
Class II & S&T †	1967	9,122	813	5,503	8,521	702	558	1,146	26,365
	1966	9,028	826	6,270	9,778	860	332	1,111	28,205
GRAND TOTAL	**1967**	**588,007**	**139,008**	**211,309**	**436,336**	**103,492**	**119,186**	**232,069**	**1,829,407**
	1966	**592,653**	**116,436**	**219,774**	**436,943**	**95,779**	**116,209**	**227,450**	**1,805,244**

*Railroad owned and controlled refrigerator car lines.
†Class II railroads and switching and terminal companies.

YOU OUGHT TO KNOW

Hoffman to join Flying Tiger Line: Wayne M. Hoffman will resign soon as executive vice president of the New York Central to become chairman of the Flying Tiger Line, Inc. Hoffman, who joined NYC in 1952, as an assistant general attorney in Chicago, became the road's executive vice president on Mar. 1, 1962. In his new post with the air freight carrier he will succeed Samuel B. Mosher, who resigned recently.

More IC automatic gates: Electronically-operated entry and exit gates went to work at a fifth Illinois Central commuter station in Chicago July 3. The new installation is at 211th Street, which equals IC's Homewood station for top passenger volume—2,000 riders each morning and evening. At present, the road has five stations involved in its electronic fare-collection system—211th Street, Homewood and three downtown stations—but it's expected that all 48 stations in the system will be brought in by early 1968.

Winfree heads p.r. group: Peyton B. Winfree, Jr., director of public relations and advertising for the Norfolk & Western is the new president of the Railroad Public Relations Association. He succeeds H. E. Hammer, assistant to the president (public relations) of tthe Missouri Pacific. New regional vice presidents of the RPRA are Frank Stanton, director of public relations, Association of Western Railways (West); Emory Waldrop, Seaboard Coast Line (South); and James A. Schultz, vice president, public relations, Long Island (East). Re-elected as secretary-treasurer was J. N. Ragsdale, advertising manager, Association of American Railroads.

Veteran Canadian transit man dies: Word has been received of the death in Toronto, Can., of Norman D. Wilson, 83, former head of the design team that worked on the engineering of both the Yonge Street and Bloor-University-Danforth subway lines in Toronto. Mr. Wilson, a graduate of the University of Toronto, worked as a location engineer for Canadian Pacific early in his career. Until his retirement in 1960, he had worked in a number of Canadian cities and in South America as a consultant on subways. He was Deputy Transit Controller for Canada during World War II, and received the British Empire Medal for his service.

Suppliers merge: Brandon Equipment Co., Chicago-based manufacturer of tiedown systems and related equipment, has merged with Poor & Co., also of Chicago, a railway equipment company. John S. Newton, president and chief executive of Poor & Co., said Brandon has an outstanding record of engineering accomplishment in the tie down field, and "will further strengthen our company in its ability to serve the advancing needs of the railway industry."

C&O/B&O reports first-half revenue jump: The first railroad tally of '67 performance to date has been turned in by the C&O/B&O—and the figures show increased revenues but decreased earnings resulting from higher costs. For the first six months, the roads had gross revenues of $404.3 million—up from $400.7 million in the first half of 1966. But C&O consolidated earnings for the half-year were $26.1 million, down from $29 million last year. The first quarter was the best one for C&O/B&O, when $195.5 million was taken in, compared with $190.6 million a year ago. In the second quarter, revenues dipped to $208.8 mlilion, down from $210.1 million in '66.

Gamser becomes NMB chairman: Howard G. Gamser became chairman of the National Mediation Board July 1. The office is rotated annually, so Gamser succeeded Francis A. O'Neill, Jr., who remains a member of the board.

Truck tonnage: Intercity truck tonnage in the week ended June 24 was 0.8% below that of the previous week and 8.4% below the volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
3 mos., 1967	$120,000,000
3 mos., 1966	172,000,000
Carloadings, revenue freight	
25 wks., 1967	13,488,784
25 wks., 1966	14,063,928
Freight cars on order	
May 1, 1967	34,960
May 1, 1966	59,317
Freight cars delivered	
4 mos., 1967	32,785
4 mos., 1966	29,300
Serviceable cars	
May 1, 1967	1,422,886
May 1, 1966	1,410,539

Rail mergers begin to roll

(Continued from page 32)

big problems have mostly been solved. We are now down to refinements in our operations and in our procedures which will doubtless go on for some time."

And how about savings from consolidation? In Pevler's words, the savings, estimated at $27 million at the end of five years, "are on schedule at $11.8 million despite substantially increased costs."

• **The long, slow process.** As for the patience that's required, few people can speak with more authority than Coast Line and Seaboard. Back in October 1958, ACL President W. Thomas Rice and SAL President John W. Smith announced that their companies were beginning merger studies. In 1960, application was filed with the ICC and hearings began. In 1962, a favorable examiner's report was submitted. In December 1963, the full Commission issued a favorable order.

From then until now, the case has been in litigation. Opponents of the merger failed to get ICC reconsideration, but they did make a case in the courts which won preliminary support from a three-judge federal panel. The Supreme Court, however, reversed the lower court—and from that point on. ACL-SAL was on the right track, albeit with slow-orders that kept merger from being consummated until now.

It's problematical whether other major cases now pending will turn out this way. Coast Line and Seaboard had, in effect, just four major opponents in their court cases—two other railroads, the Railway Labor Executives' Association and the Department of Justice. They didn't have, as eastern roads do, the problems of absorbing smaller and weaker roads. They didn't have, as western carriers do, the infinitely complicated job of sorting out conflicting demands of more than a dozen separate parties directly involved.

Any assessment which takes into account comments such as those made by ICC Chairman Tucker would have to be two-fold: (1) There's a better-than-fair chance that a clear pattern may emerge in the East before many more months pass; but (2) with the exception of possible fast action in the West on GNP&B and moderately-paced handling of C&NW-Milwaukee merger, there seems to be little or no chance that Rock Island will be anything but Rock Island for a long time. ■

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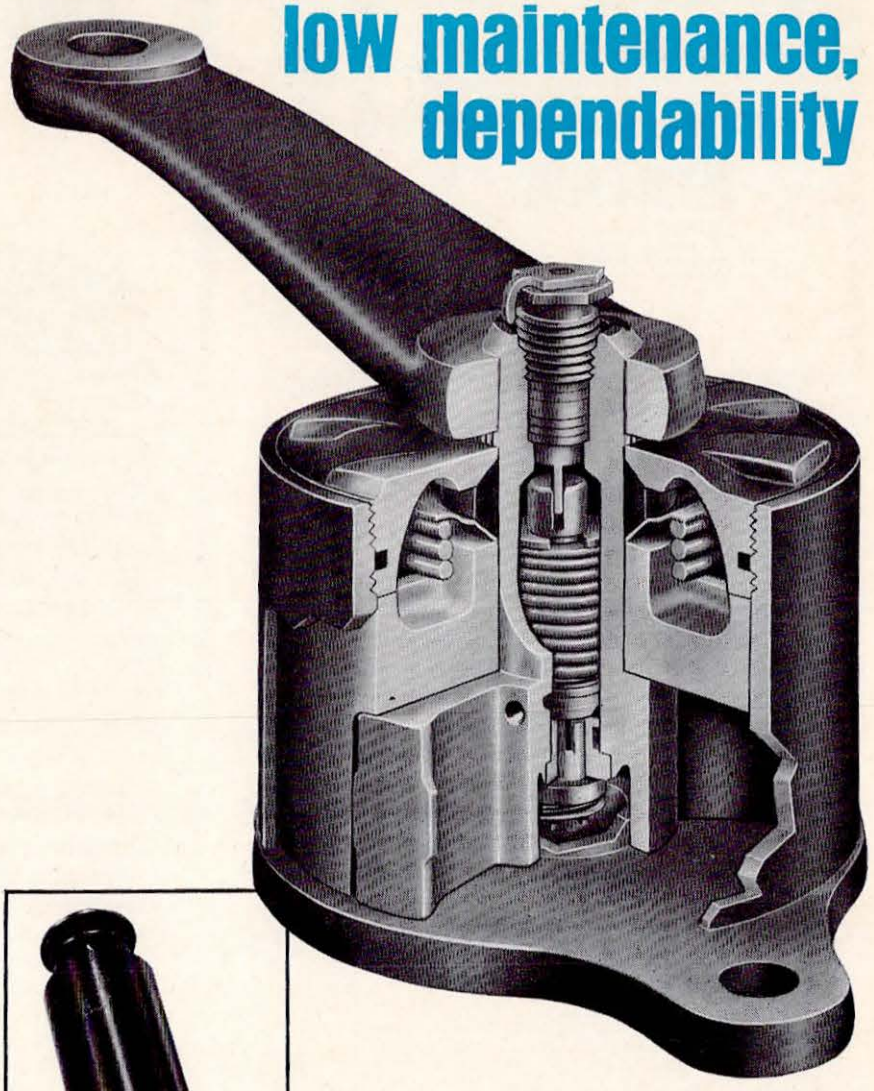

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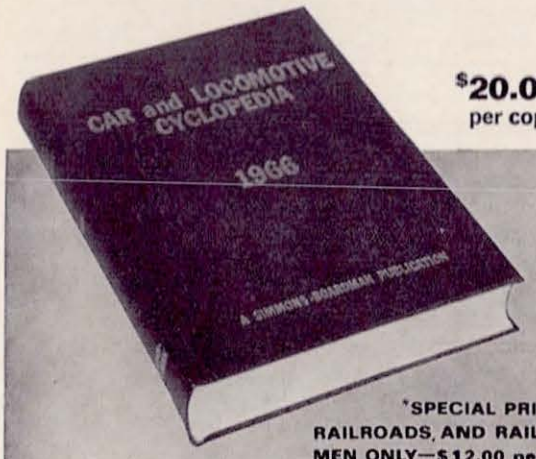

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VIEWPOINT

Something to cheer about

Critics of the railroad industry have never been in short supply. Of late their tribe has seemed to increase, though the tribal rites still do not vary much from season to season.

Any newspaper columnist whose material is running thin can always turn on his readers by turning a righteous eye on the railroads. This columnist usually discovers, with horror, that railroads are headed for the graveyard, proof of this being the fact that he encountered a warm martini on the "Merchants" or had a hard day's night on the "Century."

Tell this columnist about piggyback and unit trains and he thinks you're talking about a going-out-of-business sale.

Then there's the government critic who wants to establish that the railroads' aches and pains derive more from their own 19th century medicines than from the noxious fumes of inter-modal inequity pouring out of Washington and the state capitals. He can nearly always put his finger on some moribund Methuselah masquerading as a Class I president and deduce from this that all management is backward.

Are we all that bad?

Now, we are the first to say, and we often say it in this space, that all is not right with the railroads.

But are we really all that bad? Is there nothing to cheer about? We think there is.

While much of this issue of Railway Age is given over to a none too cheerful examination of the economic state of the industry at mid-1967, we suggest that two comparatively short items on pp. 11 and 12 give a more accurate picture of the long-range future. We are referring to those items announcing (1) consummation of the merger creating the Seaboard Coast Line Railroad, and (2) the creation by the AAR of T.R.A.I.N. (TeleRail Automated Information Network).

The implications of these two pieces of news should not be lost on those whose crystal balls see no further than last night's train ride, or, indeed, last week's carloadings.

Railroads have been accused of dragging their feet on mergers, and there is enough truth in that accusation to make it sting.

Yet we have seen, in the last 10 days, a precedent-setting merger, involving the consolidation of two prosperous railroads. It took a long time to come about—too long—but the important thing is that it *did* come about.

This bold re-drawing of the railroad map in one of the fastest-growing sections of America has breath-taking implications for commerce and industry not only in the Southeast, but in other areas where this precedent is bound to have its impact, if not this year, then the next, or the next.

Responsible business papers have reported it that way (though it is a sobering thought that most people don't read responsible business papers, and will have their image of the Seaboard Coast Line fixed by the quality of the steak served to their favorite columnist the next time he rides the "East Coast Champion").

T.R.A.I.N. on a fast track

Even more significant, in national terms, is the announcement from the Association of American Railroads that a computerized system to keep track of the nation's fleet of 1,800,000 freight cars will soon become a reality.

This is the boldest, most decisive attack yet on the problem of freight-car utilization; coupled with the fast-approaching advent of a nation-wide system of automatic car identification (ACI), it can have the most far-reaching consequences for railroads, shippers, and the consuming public.

And just look at the timetable:

It was only seven months ago that the AAR quietly distributed to computer experts what has become known as the "Perlman Report." A committee headed by New York Central President Alfred E. Perlman urged the industry to waste no time getting itself a national car control system.

On Jan. 13, the Perlman Report went to AAR directors. Sweeping changes in the AAR's role were involved; large sums of money were at stake. But by last week, the AAR was able to announce that all systems were "go" on T.R.A.I.N.

It's hard to say precisely what T.R.A.I.N., plus ACI, will mean in terms of improved car use. The AAR does point out that even if turn-around is increased by only 10%, this would be the equivalent of adding 150,000 cars to the fleet.

What's wrong with railroads? The list is a long one. But the "what's right" list is longer.

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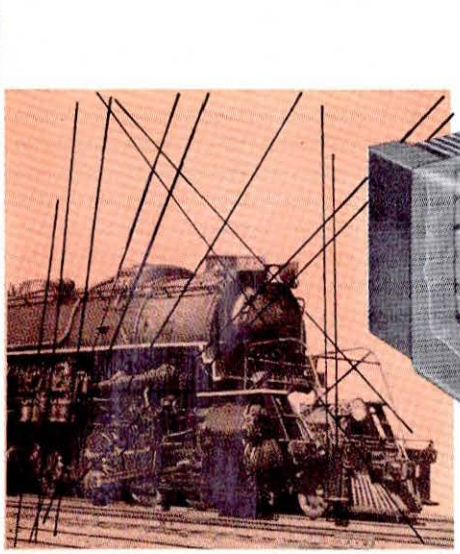

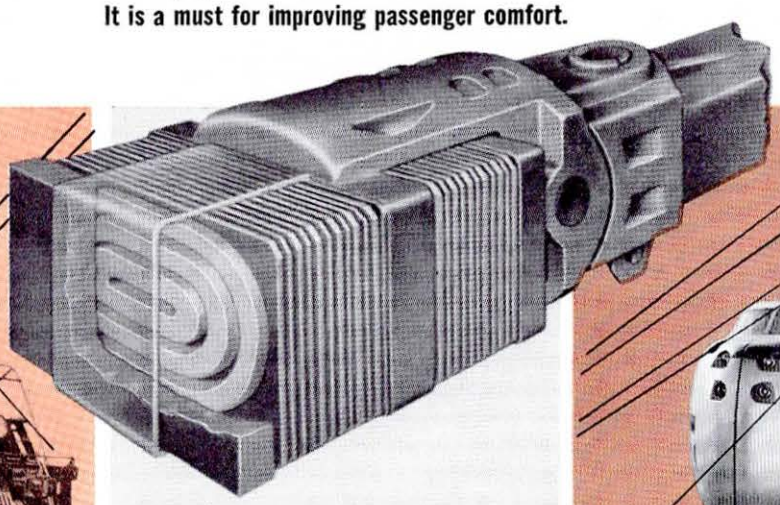

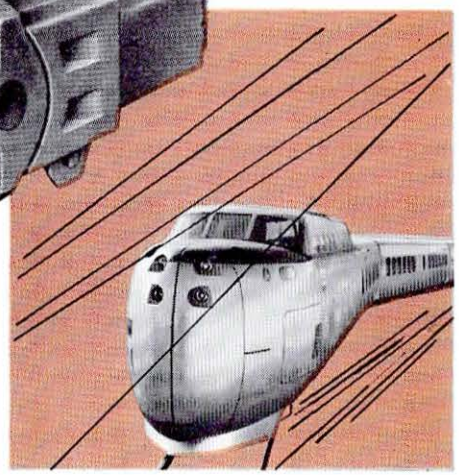

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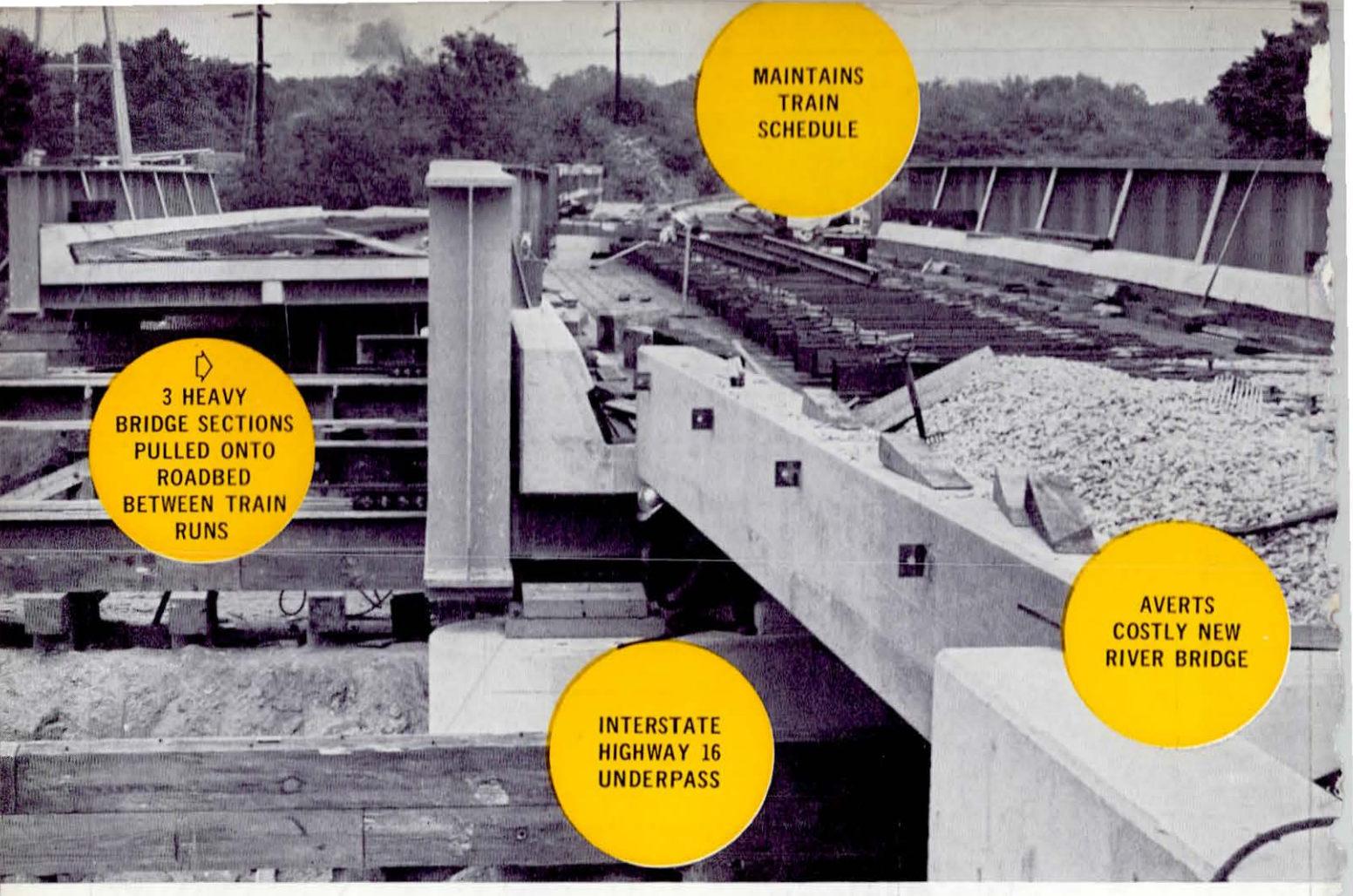
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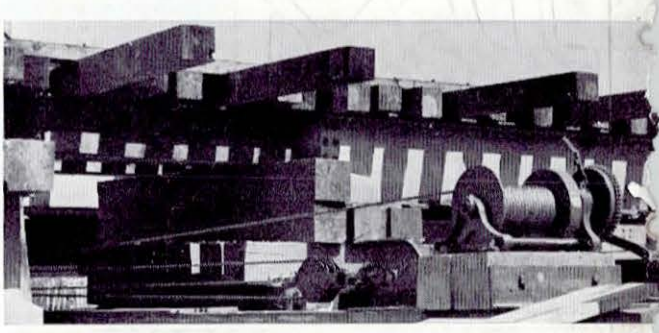

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